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American Railroad Journal.

New York, Saturday, August 3, 1867.

National Railroad Convention.

The following is a copy of the Constitution of the "National Railway Association of the United States," which was adopted at the Convention of the Presidents, General Superintendents and Chief Engineers of the different Railroad Companies in the United States, held at the Logan House, in Altoona, Penn., on the 18th ult.

CONSTITUTION OF THE NATIONAL RAILWAY ASSOCIATION OF THE UNITED STATES.

WHEREAS, An association of the railway companies of the United States, thus securing a periodical conference of their officers, and their harmonious co-operation for obtaining useful information at the common expense for the common benefit may be made beneficial to those companies, and better enable them to serve the public; now, therefore, such of the said companies as shall subscribe hereto, hereby agree to become members of such an association, to be called "The National Railway Association," and adopt the following constitution:

Article 1. The said companies shall be represented in a National Railway Convention, which shall first meet on the first Thursday in October,

1867, in the city of New York, and annually thereafter on the first Thursday in August, at New York, or such other time and place as the said convention shall from time to time agree upon. Each company may be represented by not exceeding three delegates, who should, if practicable, but not necessarily, be officers of the company?

Each delegate shall produce credentials signed by some proper officer of his company. Each member of the Association shall have, for any number of miles owned or operated by it over twenty and not exceeding one hundred and fifty, one vote; over one hundred and fifty not exceeding two hundred and fifty, two votes; over two hundred and fifty and not exceeding three hundred and fifty, three votes; over three hundred and fifty and not exceeding four hundred and fifty, four votes; over four hundred and fifty, four votes. A majority of delegates of any company will cast its vote. The same person may represent and vote in behalf of more than one company. Special meetings of the Convention may be called by the Executive Committee, but shall transact only the business mentioned in the call. Leased roads may be represented by the lessee, or by the lessor, with consent of the lessee.

Article 2. The officers of the Association shall be a president, five vice-presidents, a secretary and treasurer, all elected; and their salaries fixed by the Convention at its annual meeting. The President, the first Vice-President, and the Secretary shall compose the Executive Committee. No two of the Vice-Presidents shall represent companies in the same State. The Executive Committee shall meet quarterly, at such time and place as the Convention may from time to time direct, under the authority and direction of the Convention, and shall employ such agents and experts, and use such means of obtaining information, and make such experiments, and collect such plans, reports, &c., as the means at their disposal permit, and as will be of the most practical benefit to the constituted companies, they will report annually to the Congress the results of their deliberations, as well as all other matters in their charge. The Secretary will have charge of a central office, where the archives and effects of the Association will be kept. Such reports, plans, &c., as they may have shall always be open for the information of the companies composing the Association. The Executive Committee shall appoint one of its members as Auditor, and all moneys received or paid on account of the Association shall be on certificates signed by him. An Auditing Committee of the Executive Committee shall examine and report on the accounts quarterly, and an Auditing Committee of the Convention annually. The Executive Committee may fill vacancy of any office, or in their own

body, until the next meeting of the Convention. In case of failure of the Convention to elect at their annual meeting, officers shall hold over.

Article 3. The money necessary to pay the salaries and other expenses of the Association shall be raised as follows: One half of the amount by an assessment of the mileage of railways, without regard to single or double tracks, represented by the several companies forming the Association, not to exceed one dollar per mile per annum; the other half by an assessment *pro rata* on the gross receipts during the previous fiscal year for traffic on said railway, but not including other receipts of the companies, such as for land sales, rents, steamboat earnings, storage, drayage and the like.

Article 4. The object of the Association is the improvement of railway construction, maintenance, management; and no action shall be taken to isolate the railway interest, or place it in antagonism with other interests; and no political, sectional, or other proposition shall be admitted or countenanced, tending to impair the harmony of the Association or its good understanding with any portion of the public; and no interference shall be allowed with the controversies that may arise between the companies represented.

Article 5. The Convention may elect by ballot, railway, canal or mechanical engineers, retired railway officers and men of mechanical science, to be associated members of the Convention, having no vote, and liable for no dues, but invited to take part in the deliberations.

Article 6. Any company may retire from the Association on one year's notice, and payment of all dues.

Article 7. No indebtedness shall at any time be incurred exceeding the amount then unappropriated in the treasury.

Article 8. Any alteration or amendment of this constitution may be recommended by a majority of the votes of all the members of the Association at an annual meeting, and adopted, without change, by a like majority at the next annual meeting, or at a special meeting called for the purpose, with three months' notice. The corporation, whose names are hereunto subscribed, hereby agree to become members of the National Railway Association under the foregoing constitution, and promise to make the contributions provided for therein, and they hereby vest the moneys so to be contributed, and all the property and effects of the Association in the President thereof, for the time being, to be held by him in his own name, but in trust, nevertheless, for the uses and purposes of the said Association. No subscription hereto shall be made, till subscriptions representing at least ten thousand miles of railway, shall be made.

Sandusky, Mansfield & Newark Railroad.

The earnings and expenses of this road for the years ending December 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers.....	\$207,540 79	\$187,242 19
" freight	188,203 15	207,202 36
" mails, express, etc.,	26,172 88	26,009 00
	<hr/>	<hr/>
	\$421,916 82	\$420,458 55
Expenses:		
Repairs of engines.....	\$34,040 92	\$24,769 74
" cars	36,312 85	26,827 78
" track.....	83,484 45	88,887 51
Train expenses.....	46,411 89	46,329 43
Station ".....	29,158 97	39,269 75
Shop ".....	5,992 90	5,705 44
Fuel	34,555 11	34,529 45
Oil and waste	6,622 86	6,941 21
Salaries, etc.....	29,114 56	20,392 82
	<hr/>	<hr/>
	\$305,594 51	\$293,653 13
Less extraordinary expenditures.....	49,810 98	42,200 00
	<hr/>	<hr/>
	\$255,783 53	\$251,453 13
Net earnings.....	\$166,133 29	\$169,000 42

Compared with 1865, the gross earnings of 1866 show a decrease of \$1,463 27; with a decrease in operating expense of \$4,330 40—making the increase in net earnings \$2,867 13. The entire expenditures show a decrease of \$11,941 38. The report says:

About the 20th of September last, commenced the great freshets that inundated the south part of our line. The floods continued for nearly three weeks, carrying away one of our principal bridges twice, and materially damaging it the third time.

Other damages to the road bed, embankments and track, also occurred. Our Superintendent estimates the damage to the company, including that caused by the interruption to our business, at not less than \$40,000. Our gross earnings, no doubt would have exceeded those of last year by more than \$10,000, had it not been that these interruptions prevented. The above item of \$18,000 was expended in increasing the width of the water-way, in embankments, and in part for bridging. Our expenses for December were increased to nearly the amount of the earnings for the month, instead of leaving a net of some \$10,000.

In addition to the above items of extraordinary expenditure charged and included in the statement of monthly expenses there appears on our books, charges for money paid for taxes, for short grain account, for money paid on settlement of the Huron Branch suit and the purchase of the stock of the plaintiff to the amount of \$47,000, and for old Attorneys fees, which it was supposed had been mostly settled, amounting altogether to \$41,845 18.

Of the \$84,955 29 balance of net, the sum of \$53,918 56 was applied to pay coupons on the funded bonds during the year. \$17,500 has been remitted to pay the balance of coupons falling due January 1st, 1867, leaving \$13,536 73 to be applied to ticket balances, taxes and the repair of damages.

Of the gross earnings, sixty per cent. was applied to operative expenses. The per cent. of taxes on the gross is 6.70.

The miles run by the passenger trains were 143,497; that of the freight 97,288. The percentage of net earnings on the gross freight earnings, was 41.33. That on passenger was 38.68.

The passenger earnings for the year fell off \$20,298 60. That of the freight has increased \$18,999 21.

The freight earnings have been equal to \$1,336 90 on each freight car employed in the transportation department and the net amount on each was \$552 40.

We could have given employment to fifty or

more cars the most of the time during the past season, in addition to those now possessed by the company. But for our deficiency in freight cars, and the interruption from floods, we should have largely increased our freight earnings for the year.

Our road, originally built with a view to transporting grain to the lake, and provided with store houses and elevators to accommodate that business, has derived no benefit in its earnings from that source, and the past season has afforded additional evidence of the necessity of the change of gauge and the wisdom of that measure. It has entailed upon us a heavy outlay in rebuilding locomotives and in providing other equipment equal to our increasing wants, and these are still pressing upon us; yet the road is gradually emerging from the difficulties with which it was beset, and the prospects for its future business and income is increasing.

It will be observed that while our actual running expenses have been kept within reasonable limits, the taxes, and other expenses that could not be avoided, have been so large that less than one-half of our net earnings over running expenses, could be applied to pay interest. The bonded debt of the company, originally \$1,290,000 has been increased by the accumulation of interest, until it now amounts to about \$2,100,000, and there is little prospect that the net earnings between this and the first of July will be sufficient to pay the interest then to fall due.

It was at the earnest request of some of our largest bondholders, that the management refrained from making any outlay in building freight cars the past season, and it was expected that a part of the net earnings might be reserved towards paying the next July interest. Such would have been the case to a limited extent but for the damage by the freshets.

We are still without freight cars adequate to do our business, and though we do not anticipate so large an expenditure for extraordinary expenses for the year 1867, as for last year, unless the cars are built, we must nevertheless meet such calls upon the company, as taxes and the necessary expenditure to keep our road bed in good condition, and these last will be larger this year than in 1866.

We have added \$26,000 in value to our locomotives and passenger cars during the past year.

Were a full equipment to be supplied from other sources than the earnings of the road, and the running expenses could be kept within the limits of the past year, it would still require some ten per cent. upon the gross earnings to pay taxes and other expenses, and the residue, thirty per cent. would only yield \$135,000 to apply towards paying interest, even if the earnings were increased to \$450,000.

The majority of the stock is controlled by the bondholders, and whatever net earnings accrue are appropriated to pay interest on the bonds. There being a deficiency of net earnings to pay all the interest, it will remain for the bondholders themselves to say how the net earnings shall be applied in the future, to make it equitable to all the holders of bonds.

The receipts into the Treasury from all sources during the year, including \$8,970 23 from previous year, were \$533,846 81; and the disbursements were:

Paid ticket, freight and mileage bal-	
ances to other roads	\$75,395 91
Foreign agencies	3,278 06
Taxes, U. S. State and county	27,116 61
Short grain (old account).....	5,981 80
Coupon interest here and in N. Y....	66,230 14
Huron Branch suit.....	7,234 27
Expenses, Att'y fees and bills payable	335,073 29
Balance in Treasury Dec. 31, 1866...	13,536 73

Total, as above..... \$533,846 81

There were 4,460 new cross ties, 900 tons repaired T rails, 18 tons wrought iron chairs and 12 tons spikes used in improving and maintaining the

track during the year; 7,160 rails were mended in the company's shops, at a cost of 75 cents per rail. There will be required to keep the track in good running order the coming year, about 35,000 ties, 15,000 chairs, 400 tons new T rail and 18 tons T rail spike; 285 feet of new Howe Truss, and 380 feet of Stringer Bridging should be built during the year. At least 30 box grain and 30 coal and 10 platform cars should be added to the equipment.

The company have 9 locomotives on the road. The cars owned by the company January 1, 1866, are as follows: 9 passenger, 3 mail and express, 3 baggage, 107 box, 3 caboose, 20 stock, 25 coal, 17 platform, 22 hand and 20 ditching cars. Of the above 1 passenger, 1 baggage, 3 stock, 3 box and 10 coal cars have been built during the past year. Nine hand and 3 ditching cars have been added to the track equipment.

The number of passengers carried during the year, was 182,612, of which 5,005 were through, and 177,607 were way. Miles run by locomotive, 240,785.

CONDENSED BALANCE SHEET, DEC. 31ST, 1866.	
Capital stock	\$900,235 70
First mortgage bonds	1,290,000 00
Funded bonds	750,000 00
Domestic bonds—unpaid	1,600 00
Due other roads.....	9,866 51
December pay roll, unpaid.....	15,104 80
Individual accounts.....	3,251 75
	<hr/>
	\$2,970,058 76

Railroad and equipment.....	\$2,863,435 21
Balance in hands of agents.....	8,119 68
United States for transporting mails	2,900 03
Fund to pay funded coupons	17,684 46
Individual accounts.....	6,107 46
Materials on hand	58,275 19
Cash in Treasury.....	13,536 73
	<hr/>
	\$2,970,058 76

President.—C. L. BOALT.

Directors.—Hon. C. L. Boalt, John Gardiner, Hon. E. B. Sadler, H. P. Warden, Geo. B. Wright, Samuel M. Robinson, L. J. Tracy, James Lyon, and J. Buckingham.

Superintendent.—JAS. H. STEWARD.

Treasurer.—L. P. WHEELOCK.

Secretary.—J. BUCKINGHAM.

Washington County Railroad.

This important work, in which our people have so deep an interest, is rapidly approaching completion. Already at the Weverton end of the road has the laying of the track been commenced, and the completion of the road by the middle of September to Keedysville at least has been pledged to the commissioners of the Antietam National Cemetery, who are making extensive arrangements for the ceremony of dedication on the 17th of that month, it being the anniversary of the battle. Workmen are now busily engaged in grading the track adjacent to the town and the grounds intended for the depot in this place. The grading and bridges once completed, the laying of the track will be the work of but a few weeks at most.—*Hagerstown Free Press*.

Baltimore and Potomac Railroad.

The Washington Star says that a change has been made in the route heretofore surveyed for the Baltimore and Potomac railroad, which is more of an air-line, and is located in some places four miles west of the old route, and the distance to it from Baltimore will be about 36 miles. It runs along the bank of Stony Creek—a branch flowing into the Patapsco, running about three miles east of Elkrige Landing, thence down the

stream on which Pumphrey's Mill is situated, crossing the Annapolis railroad between Sappington's and Phelps' instead of near Millersville, passing near Conway's store, and along Collington branch to within a mile of that place, thence to the headwaters of Beaver Dam creek, passing down that creek and approaching the city on the east side of the Eastern Branch. It is said that the depot will be established on H street, near Delaware avenue, but this is not certain. It is almost certain, however, that a site for a station has been selected between Washington and Bladensburg.

Connecticut and Passumpsic Rivers R. R.

The receipts and expenses of this road for the years ending May 31, 1866 and 1867 have been as follows:

Receipts:	1866.	1867.
From passengers	\$174,501 44	\$175,952 27
" freight	290,742 28	301,533 76
" mails	10,600 00	10,600 00
" express	3,500 00	4,200 00
" rents	1,251 62	1,419 83
	<hr/> \$480,577 34	\$493,705 86
Expenses, viz:		
Maintenance of road... \$76,690 70	\$88,724 48	
Motive power 110,827 98	79,791 52	
Fuel 32,921 26	38,498 01	
Oil and waste 5,627 80	6,497 68	
Passenger department. 13,061 73	14,823 43	
Freight " 22,088 09	24,737 02	
Loss and damage.... 3,928 93	2,974 11	
Repairs of buildings .. 8,726 97	5,622 98	
Insurance..... 2,279 82	1,605 17	
Tools and machinery...	27,395 38	
Miscellaneous expenses 28,980 86	18,883 52	
	<hr/> \$304,584 09	\$309,053 30
Net balance.... \$175,993 25	\$184,652 56	

The gross earnings of 1867 show an increase over those in 1866, of \$13,128 52; with an increase in expenses of \$4,469 21—making the increase in net earning, \$8,659 31. The report says:

It will be recollect that the stockholders at the annual meeting in July last voted to create 4,000 shares of preferred stock and offer the same to the stockholders at \$75 per share, for the purpose of completing the road to Canada line, &c.; and that afterwards it was ascertained that the statutes of Vermont forbid the issuing of any stock at less than the par value; consequently, a special meeting was called at White River Junction, Vt., on the 7th of November, 1866, to devise other means for completing the road, &c. At that meeting the stockholders voted to raise \$200,000 by the issue of notes of the corporation for that amount, payable in ten years from the 1st day of December, 1866, with coupons attached bearing seven per cent. interest free from government tax, which was accordingly done.

It will be seen, on reference to the Treasurer's trial balance, that the bonded debt of the company has been reduced the past year \$31,900, leaving now outstanding, \$573,800.

Two dividends of three per cent. each have been declared during the year, amounting to \$115,080—including government tax (\$5,754)—also \$64,000 paid for interest on bonds and to Trustees of Sinking Fund, and \$2,672 70 for interest on notes.

It affords the directors much pleasure to be able to inform the stockholders that the road is now completed to Canada line, and that the business received from the northern portion justifies the corporation in making the extra exertions necessary to complete the enterprise as originally intended. We now have a road 110 miles long, well equipped and in good repair, running through a country whose local business, judging from the past three years, must make the stock remunerative.

Efforts are now being made to raise money to build the Massawippi Railroad, some thirty miles long, from the northern terminus of our road to some point on the Grand Trunk near Lenoxville. That connection would add materially to our business, by reaching the valleys of the Saint Francis and Massawippi Rivers, celebrated for their rich gold, silver and copper mines, timbered lands and agricultural products, making a good connection with Montreal, Quebec, and the projected road to Halifax.

On the extension to the Canada Line, 517 tons rails, 14,000 sleepers have been laid; depot, engine house, car house and wood shed built, and trains commenced running May 1st.

The track, road-bed and rolling stock are in excellent condition, additional equipment being increased in value \$52,160.

Timber and woodlands to the amount of \$4,000 have been purchased during the year.

There have been added to the equipment during the year one freight locomotive, 6 box, 16 rack cattle, 3 hand and 2 wood cars. Two locomotives, 2 passenger 10 box and 3 platform cars have been thoroughly repaired. Two locomotives, 3 platform, 5 box and 3 hand cars have been rebuilt, and new buildings erected at Lynden, Bradford and Wells River. In repairs of track, 448 tons new and re-rolled iron, 5,941 repaired rails, and 43,161 sleepers have been laid.

The equipment of the road consists of: 11 locomotives, 10 passenger, 6 baggage, mail and express, 123 box, 55 rack, 18 coal, 80 platform, 10 gravel, 28 hand, 12 wood and 1 drovers' saloon car, valued at \$257,125. Value of materials on hand, \$100,639 68.

Miles run by locomotives with passenger trains, 78,492; with freight trains, 71,432; with other trains, 21,566—total miles run, 171,490.

Passengers carried, 109,364; do., carried one mile, 3,486,989. Tons of freight carried 75,856; do., carried one mile, 3,823,306.

TRIAL BALANCE, JULY 18, 1867.

Construction	\$2,889,663 17
Additional equipment.....	104,775 00
New shops.....	69,557 59
Wood lots	7,691 14
Sup't, including stock and materials on hand, also sundry unsettled ac- counts.....	88,049 55
Notes receivable.....	980 00
Finance committee.....	4,495 89
Team account	893 00
Agent for collections.....	324 89
Cash	5,320 32
Excise tax	60 45
	<hr/> \$3,171,811 00
Preferred stock.....	\$1,822,100 00
Old stock.....	139,000 00
Special stock.....	700 00
Bonded debt	573,800 00
Lyndon lands	705 00
Notes payable.....	290,170 13
Trustees of sinking fund	64,000 00
Reserve	24,000 00
Partial pay's on acc't subscription.....	6,357 23
Extension	212,465 21
Earnings	182 37
Coupons uncalled for	1,601 50
Contingent.....	24,852 56
U. S. government.....	2,877 00
	<hr/> \$3,171,811 00

President.—HENRY KEYSER.

Superintendent.—A. H. PEREY.

Treasurer.—N. P. LOVERING.

Secretary.—ELIJAH CLEVELAND.

Vermont and Massachusetts Railroad.

The gross earnings of this road for the six months ending June 1, 1867, were... \$213,405 59 Corresponding six months, 1866 196,141 88

Gross grain in six months, 1867 \$18,268 71

The gross earnings of the first and last six months of 1866 compare as follows:

Gross earnings for six months to Dec.
1, 1866

..... \$243,823 39

Same for six months to June 1, 1866. 195,141 88

Gross increase second six months of
1866

..... \$45,681 51

The directors have decided to defer the subject of a dividend to the end of the year, using the net earnings of the first six months for expenditures and improvements, in order to keep ahead of the demands of constantly increasing business, and in anticipating ordinary expenses of the coming six months of the year. During the first six months of the year to June 1, 1867, one new engine has been purchased and another built in the shop, and all paid for as running expenses, and a very large amount of new and re-rolled iron has been put down. The iron and locomotive account last year was believed to be above the average required to keep up the road. The comparison stands as follows:

Locomotive account for whole year 1866
1866, repairs, &c..... \$15,819 17

Renewals of iron for whole year 1866. 27,575 33

..... \$43,394 50

Locomotive account, repairs, &c., for
six months to June 1, 1867

..... \$33,472 78

Renewals of iron for same six months. 55,090 40

Whole amount for six months to June
1, 1867

..... \$88,563 18

Whole amount for year 1866

..... 43,394 50

Excess in six months of 1867 over
whole year 1866

..... \$45,168 68

Petroleum as a Fuel for Locomotives.

The use of petroleum as fuel for locomotives has already been the subject of considerable remarks. The Titusville *Herald* thus describes the fourth of a series of experiments made at the shop of the Warren and Franklin Railroad at Iriveton:

The apparatus used was Spencer's burner. It is described as consisting of a pan covering the bottom of the fire-box in the locomotive, and taking the place of grates. On the pan are placed heaters or gas-generators, six in number, consisting of inclined plates of cast iron, supported at an angle of forty-five degrees; opposite to each heater is an injector conveying the oil to the heater, where it is instantly converted into gases, oxygen being only furnished to the gases in their nascent state for combustion. The oil is contained in a tank on the tender, from which it is conveyed by feed pipes to the injectors, each pair of injectors being controlled by a throttle by means of which the fire is regulated as readily as the light of a lamp. The locomotive used weighed thirty-one tons, and was of one hundred and fifty horse power. No cars were attached. Under eighty-five pounds of steam the locomotive passed over four miles of track in less than eleven minutes. All in the party agree that oil may supersede wood and coal in railroad use.

Ground has been broken on the Lebanon Springs Railroad, and by June of next year it will be completed. The Troy and Bennington road from Hoosick Junction to the Vermont line, on which no trains have been run for several months has been permanently abandoned.

Des Moines Valley Railroad.

While at Des Moines a few days since we were informed by Colonel Otley, Chief Engineer of the Des Moines Valley Railroad, that he had sent to Chicago for tents, etc., preparatory to making a survey of the road from Des Moines to Minnesota. It is proposed to run one line from the capital up through Greene county to Fort Dodge, and another on the east side of the river through Booneboro. The people of Booneboro have offered the company \$100,000 to take the road through that place, and they can well afford to do it, as it would be the making of Booneboro—the Valley Road and Northwestern Road crossing there. When completed to St. Paul, the Des Moines Valley Railroad will be one of the most important roads in the West. It will cross all the other roads in the State, and bring an excellent market to the very doors of the people all along the line.—*Pella, Iowa, Blade.*

Schuylkill and Susquehanna Railroad.

This road is 54 miles in length, extending from Auburn to Rockville. Length of sidings 7 miles. Weight of rail per yard 45, 60 and 64 lbs. Number of engine houses and shops, 4. The company have 7 locomotives, 3 baggage, mail and express cars, 42 freight, and 22 coal cars, all rated as 8-wheel. Number of iron bridges 2, wooden bridges 6, and stone bridges 2. Number of stations on main road, 3. Wood and water stations, 10. The track is laid on graded surface, partly ballasted with broken stone. Number of through passengers on main road, 485; do., all classes carried in cars, 68,433. Total amount of tonnage, 298,069. Weight of passenger engines, 21 tons; do., freight engines, 41 tons.

The receipts from operations of this road for the fiscal years ending October 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers.....	\$28,282 63	\$27,865 12
" merchandise	39,536 89	48,671 70
" coal	49,657 10	58,680 15
" mails	2,950 00	2,950 00
" miscellaneous....	6,144 02	7,730 63
	<hr/>	<hr/>
	\$121,570 64	\$145,897 50

Expenses, viz:

Maintaining the road.....	\$90,125 06	\$88,020 56
Repairs of engines.....	12,368 23	15,088 60
" cars	5,911 09	6,136 16
" tools	1,831 31	2,972 85
Incidental expenses....	3,407 84	4,470 44
Office expenses.....	535 32	787 96
Agents and clerks.....	3,800 27	5,739 63
Labor, handling freight.....	1,000 14	1,671 30
Porters, watchmen and switch tenders.....	412 45	617 12
Conductors, etc.....	7,202 42	7,308 76
Engineers and firemen.....	7,656 67	8,378 87
Fuel and preparing....	15,394 18	12,392 64
Oil and waste.....	1,370 72	1,272 91
Use of freight cars....	6,669 14	7,356 90
General superintend'ce.	1,500 00	1,500 00
Contingencies.....	218 77	1,534 72
	<hr/>	<hr/>
	\$158,903 61	\$160,249 42
Difference.....	-\$7,332 97	\$14,351 92

SUMMARY OF PAYMENTS.

	1865.	1866.
For maintaining and operating the road.....	\$159,903 01	\$160,249 42
Interest	5,820 00	5,820 00
Miscellaneous	2,054 04	2,730 59
State tax on capital stock and tonnage, and U. S. tax.....	3,941 95	5,331 63
	<hr/>	<hr/>
Totals.....	\$170,719 00	\$174,131 64
COST OF ROAD AND EQUIPMENT.	1865.	1866.
Total cost.....	\$1,308,686 15	\$1,308,686 15

STOCK AND DEBTS.

	1865.	1866.
Capital stock	\$1,269,150 00	\$1,269,150 00
Funded debt.....	97,000 00	97,000 00
Floating debt	133,586 19	170,722 42

Totals

\$1,499,686 19

\$1,536,872 42

The capital stock authorized by law is \$1,600,000. Par value of each share, \$50. The rate of interest per annum on funded debt is 6 per cent.

No dividends have been declared.

	1865.	1866.
Miles run by passenger trains.....	22,233	58,803
" freight "	58,938	42,926
" coal "	38,120	34,043

Totals

119,291

135,772

President.—CHARLES E. SMITH, Philadelphia.

Directors.—H. PRATT M'KEAN, A. E. BORIE, R. B. CABEEN, J. B. LIPPINCOTT, JOHN ASHURST and STEPHEN COLWELL.

Secretary.—W. H. WEBB, Philadelphia.

Treasurer.—S. BRADFORD, Philadelphia.

Gen'l Sup't.—G. A. NICOLLS, Reading, Pa.

Superintendent.—U. R. TRACY, Pinegrov.

Scinde, Punjab and Delhi (India) Railway.

The annual meeting of this company was held in London on the 25th of June. The report of the directors states that during the half year ending 31st December, 1866, the traffic, notwithstanding the serious interruption caused by the unusually heavy rains which fell in the month of August last, contrasted favorably with that of the corresponding period of the previous year. The total traffic receipts on the line from 13th May, 1861, to 31st December, 1866, amounted for passengers, &c., to 74,594L, and for goods to 386,651L, total, 461,245L. The working expenses amounted to 402,857L, or 87.23 per cent. of the receipts, leaving the net revenue for the five years and a half 58,888L, or 12.77 per cent. of the gross receipts. The traffic returns for the year 1866, amounted to 100,348L, against 82,818L in the year 1865, showing an increase of 17,530L. The working expenditure amounted to 82,268L, or 82.98 per cent., against 78,425L, or 94.70 per cent., in the same half year of 1865, showing an increase of 4,843L. The result was regarded as satisfactory, when it was considered that the traffic was almost entirely suspended from 5th August to 13th September last, nearly six weeks. During the half year ending 31st December last, the gross receipts amounted to 46,470L, and for the same half of 1865, to 43,456L, showing an increase of 3,014L, the weekly average being 1,787L, against 1,671L in the same half of 1865. The traffic receipts for the past half year averaged 16L 7s. 1d. per mile per week, and the receipts per train mile were 8s. 6½d., the number of train miles run having been 108,566. Since the commencement of the present year a great improvement had taken place in the traffic. The receipts for the quarter ending 31st March, amounted to 84,184L, or an average of 2,629L per week. The total goods arriving in and forwarded from Kurrachee by the railway during the past half year amounted to 64,998 tons, the down traffic being 38,113 tons and the up traffic 26,885 tons. The number of passengers carried was 70,171, against 52,613 in the corresponding half of 1865. The working expenses amounted to 40,127L, against 39,462L in the corresponding half of the preceding year; the net revenue amounted to 6,348L, against 8,994L in the cor-

responding half of 1865. The capital account showed that 1,810,037L had been expended. The company's steam flotilla on the Indus during the past half year maintained its accustomed regularity; there had been thirty-four voyages in all made by the vessels of the flotilla. The total receipts of the steam flotilla for the past four years and eight months amounted to 36,398L for passengers, and to 289,280L for goods, &c.; total, 325,678L. The working expenses amounted to 239,218L, or 73.45 per cent. of the receipts, leaving the net revenue 86,460L, or 26.55 per cent. on the gross receipts. The net revenue was subject to a deduction of 17 per cent. per annum on the estimated cost of the working fleet for insurance and depreciation. The expenditure of the steam flotilla on capital account amounted to 568,016L.

Punjab.—The directors state that the receipts on this railway for the half year ending December 31 last, amounted to 41,433L, or 3,828L in excess of the amount realised in the same half of the previous year. The average weekly receipts were 1,594L, being 6L 5s. 1d. per mile. The gross receipts per train mile were 4s. 1d., and the trains ran in the half year 202,521 miles. The aggregate traffic receipts from 10th April, 1862, to 31st December, 1866, amounted on an average length of railway open of 118 miles, to 92,874L for passengers and to 98,236L for goods; together 190,610L. The gross receipts during the year 1866, amounted to 31,443L for passengers, and to 62,654L for goods; together 94,097L. It was evident that until the great trunk line from Kotree to Mooltan, along the valley of the Indus, was completed, the advantages afforded by the railway, as compared with the means of transit afforded by river, must be greatly restricted. The total expenditure on capital account amounted to 2,362,043L, and the amount received for interest on paid-up capital was 524,808L.

Delhi (Umritsur to Delhi).—The directors announce that the first section of the railway from Ghazeeabad, the point of junction with the East Indian, opposite Delhi, to Meerut, a distance of about 28 miles, was opened for public traffic on 18th April. The country traversed by this section was in a high state of cultivation, and formed one of the richest and most populous districts in India. The Meerut section was being worked by two trains each way daily; the passage of the trains between Ghazeeabad Junction and the station within the city of Delhi, a distance of 11 miles, was performed by the engines of the East Indian. The progress of the works generally throughout the line continued satisfactory. The Meerut and Moozaffurnuggur and the Moozaffurnuggur and Seharunpore sections, the former 31 miles and the latter 37 miles in length, are not in so forward a state as might have been anticipated; but, on the other hand, the progress made with the section from Seharunpore to Umballa was very satisfactory—so much so that it was expected that the line from Delhi as far as Umballa, a distance of 162 miles, would be ready for traffic about this time next year. At the Umritsur extremity of the railway the works had been pushed forward as rapidly as the arrival of materials would permit. By the end of January the permanent way had been laid for about 12½ miles, and it was believed that the section from Umritsur to the Beas, 27 miles in length, would be ready for traffic in July. The traffic upon this section would not become greatly developed until the completion of the large bridges along the line, and the establishment of through communication with Delhi; but there were numerous large villages along the banks of the River Beas, from which a considerable traffic might be expected to come to the railway in native boats. The contractors, Messrs. Brassey, Wythes and Henfrey, were prosecuting the works of the several large bridges with commendable energy. The financial statement shows that from the commencement 1,669,199L had been expended in India to 30th September, and in England to 31st Decem-

ber, leaving a small balance of \$3,000. The total amount received for interest was \$206,622.

Lackawanna and Bloomsburg Railroad.

This road is 80 miles in length, extending from Scranton to Northumberland. It has no double track, but has a third rail of 21 miles. Length of sidings $13\frac{1}{2}$ miles. Gauge of road, both 6 feet and 4 feet $8\frac{1}{2}$ inches. The weight of rail per yard is 56 to 70 lbs. Length of Branch roads owned by the company 1, viz.: Pittston Branch, 2 miles. Number of engine houses and shops, 9. The company have 21 locomotives, 6 first-class passenger cars, 3 baggage, mail and express, 75 freight and 1,200 coal cars. Number of stone bridges, 3. Number of stations on main road 28. Number of road and water stations on main road. The track is laid on gravel foundation and cross-ties. Number of through passengers, 4,127; do., all classes, 263,018. Total amount of tonnage for the year 646,929.

The receipts from operations of this road for the fiscal years ending October 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers.....	\$167,782 23	\$154,219 21
" freight	455,021 35	653,496 63
" mails	6,007 03	5,994 90
" miscellaneous	4,194 73	5,167 06
	<hr/> \$633,015 34	<hr/> \$818,877 80

Expenses, viz:

Maintenance of way and buildings	\$197,824 26	\$176,782 56
Taxes	2,893 18	2,806 06
Repairs of engines	60,329 03	53,492 23
" cars	89,382 90	89,471 57
" tools, etc....	15,285 45
Office expenses.....	4,191 04	4,496 71
Agents and clerks, etc.	23,665 34	23,711 64
Porters, watchmen and switch tenders.....	3,505 40	2,806 31
Conductors, etc.....	30,807 34	32,629 69
Engineers and firemen.....	34,688 97	35,914 45
Fuel and preparing	50,794 55	46,837 91
Oil and waste.....	15,248 84	16,981 42
Loss and damage.....	9,266 33	5,159 87
Use of freight cars.....	14,185 09	21,318 50
General superint'dence.	7,716 68	8,333 32
Contingencies	13,080 20	13,125 77
	<hr/> \$572,814 60	<hr/> \$533,868 01

Earnings less exp..... \$60,200 74 \$285,009 79

SUMMARY OF PAYMENTS.

	1865.	1866.
For construction and equipment	\$150,517 78	\$35,818 36
Maintaining and operating the road	572,814 60	533,868 01
Interest.....	159,490 66	176,062 23
Miscellaneous	73,218 32
State tax on capital stock and tonnage ..	9,413 46	7,070 84
United State tax.....	16,990 27	17,760 04
	<hr/> \$909,226 77	<hr/> \$843,797 80

COST OF ROAD AND EQUIPMENT.

	1865.	1866.
Construction	\$3,735,612 94	\$3,789,831 08
Equipment.....	40,714 24	22,814 96
	<hr/> \$3,776,327 18	<hr/> \$3,812,146 04

STOCK AND DEBTS.

	1865.	1866.
Capital stock.....	\$1,335,000 00	\$1,335,000 00
Funded debt.....	2,276,725 00	2,401,645 00
Floating debt	121,408 73	68,880 00

Totals..... \$3,733,133 73 \$3,805,525 00

The amount of capital stock authorized by law

is \$1,900,000, in shares of \$50 each. The rate of interest per annum on funded debt (except \$200,000, 10 per cent.) is 7 per cent. No dividends have been declared.

	1865.	1866.
Miles run by passenger trains..	104,834	126,485
" freight "	68,208	70,240
" coal "	261,422	298,075

Totals..... \$434,459 \$494,750

President.—JAS. ARCHIBALD, Scranton, Pa.

Directors.—Moses Taylor, John J. Blair, John Brisbin, James Blair, Jos. H. Scranton, J. J. Albright, A. H. Reynolds, Samuel Hoyt, Thos. F. Atherton, John C. Phelps, Payne Pettebone and D. G. Driesbach.

Treasurer.—JOHN P. ILSLEY, Kingston, Pa.

Superintendent.—H. A. FONDA, Kingston, Pa.

La Crosse and Winona Railroad.

The contract for the construction of this road has been let to Messrs. Daniel L. Wells & Co., of Milwaukee—the road to be ready for the cars by the 15th of December next. In anticipation of this event, the Milwaukee Wisconsin, of recent date, said:

We learn from competent and reliable authority that the managers and owners of the Winona and St. Peter Railway have decided to commence the construction of the link between Winona and La Crosse at once.

This is an important work and much needed by Minnesota. Milwaukee is very much interested, also, in its early completion. Whether completed as a part of the Milwaukee and St. Paul Railway, or a part of the Winona and St. Peter, our interest in its success is the same, and its importance to the general public is not diminished.

If all or even a part can be completed by the close of river navigation the travelling and shipping public will feel under many obligations to the managers. Whether this can be accomplished under the arrangements made for construction we are not informed, but presume it will be attempted.

The crop of Minnesota bids fair to be very large, and it is important that as much of it be moved this winter as possible. The Prairie du Chien and St. Paul companies will be able to move as much as 250,000 bushels of grain a day. This will give an outlet for all that can be brought to the river even by increased facilities of shipment from Minnesota.

Commerce of the United States.

The imports into the United States, according to the Report of the Director of the Bureau of Statistics, for the first five months of the year, (January to May inclusive,) were \$170,848,241; and the exports during the same time were \$204,548,662—equivalent in gold at 136, to \$150,408,428. To which add gold and silver \$23,267,050, and foreign merchandise, \$10,421,896—making the total exports reduced to gold value, \$148,092,974. From which it will be seen that the exports, reduced to gold value, exceed the imports by \$13,444,133.

The value of foreign commodities remaining in warehouse, April 30, 1867, was \$36,828,127; warehoused during May, \$16,425,822—total, \$53,253,849. Of this there was withdrawn for consumption, \$12,590,000; do., for exportation, \$1,260,679; do., transportation, \$983,266—total, \$14,833,945, leaving in warehouse, May 31, 1867, \$38,420,004, an amount greater by \$1,501,877 than at the close of the preceding month; and from the stagnation of trade in June, the amount was probably still greater at the close of that month.

The Sturgis (Mich.) Journal says that twenty miles of the Grand Rapids and Indiana Railroad, north of Grand Rapids, is let, to be completed by the 1st of November. The rails for this twenty miles are purchased, and will be laid down before next January, so as to comply with the law. That portion of the road between Fort Wayne and the southern line of the State is let to be completed next season.

An extra force of laborers has lately been put at work upon the Western Maryland road, and the work is going on finely. It is thought that the road will be in such condition as to allow the passage of cars over it as far as Ridgely, Caroline, in about fifteen days.

The passenger and freight trains of the Baltimore and Ohio and Marietta and Cincinnati Railroads now cross the Ohio River between Parkersburg and Beloit. A steamer is used to tow the barge on which the trains run from the tracks of these roads.

HENRY H. BAXTER, Esq., of Rutland, Vt., has been elected President of the New York Central Railroad Company, Vice Henry Keep, Esq., resigned.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna... 100	\$1,600,148	-----	-----	Hartford and New Haven 100	3,000,000	J.A.J&O	Jul. '67 3	Portl., Sacq. & Portsm'th* 100	1,500,000	J. & D.	Jun. '67 3
Allegheny Valley ----- 50	1,498,400	-----	-----	Hannibal and St. Joseph 100	\$1,900,000	-----	-----	Providence & Worcester 100	1,800,000	J. & J.	Jul. '67 4
Alton and St. Louis ----- 100	125,000	J.A.J&O	Jul. '67 14	Do. do. pref. 100	5,253,830	-----	-----	Reading and Columbia 100	665,019	-----	-----
Atlanta and West Point ----- 100	1,232,200	-----	-----	Hanover Branch ----- 100	116,850	M. & N.	My '67 5	Rensselaer and Saratoga 100	\$500,000	A. & O.	Apr. '67 2
Atlantic & N. Carolina ----- 100	5,545,225	-----	-----	Housatonic ----- 100	820,000	-----	-----	Richmond and Danville 100	2,000,000	-----	-----
Atlantic & Gt. Western ----- 50	11,522,150	-----	-----	Hudson River ----- 100	1,180,000	M. & N.	My '67 4	Richmond and Peterso. 100	847,000	-----	-----
" " " pref. 50	1,919,000	-----	-----	Hazleton ----- 100	6,967,971	A. & O.	Apr. '67 4	Fitch, Fred. and Potomac 100	1,041,800	-----	-----
Atlantic & St. Lawrence* 100	1,594,900	J. & J.	Jul. '67 2	Huntingdon & B'd Top 50	1,615,000	F. & A.	Aug. '67 3	Rockport ----- 100	58,400	J. & D.	Jun. '67 4
Augusta and Savannah ----- 100	733,700	J. & J.	Jul. '67 3	" pref. 50	190,750	J. & J.	Jan. '67 2	Rome, Watert. and Og'n'b. 100	2,386,500	J. & J.	Jul. '67 5
Baltimore and Ohio ----- 100	16,167,962	A. & O.	Apr. '67 4	Hudson River ----- 100	494,350	-----	-----	Rutland and Burlington 100	2,233,376	-----	-----
Do. Washington Br. ----- 100	1,650,000	A. & O.	Apr. '67 5	Huntington & B'd Top 50	1,615,000	F. & A.	Aug. '67 3	St. L. Alt. and T. Haute 100	2,800,000	-----	-----
Baltimore City Passenger ----- 670,000	F. & A.	Aug. '67 3	-----	Illiopolis & Cincinnati 100	1,689,900	M. & S.	Mar. '67 4	St. L. Jack'nv. and Chic'o. 100	1,469,420	-----	-----
Boston and Chelsea ----- 100	110,000	A. & O.	Feb. '67 3	Jeffersonv. Mad. & Ind. 100	2,000,000	J. & J.	Jan. '67 1	St. Paul and Pacific 100	-----	-----	-----
Bellefontaine Line ----- 100	4,420,000	F. & A.	Feb. '67 3	Joliet and Chicago* 100	1,500,000	J.A.J&O	Jul. '67 1	Sandusky and Cincinnati 100	2,089,000	-----	-----
Belvidere Delaware ----- 100	997,112	-----	-----	Joliet & North, Indiana* 100	300,000	J. & J.	Jul. '67 4	" " pref. 100	398,073	M. & N.	My '67 3
Berkshire* ----- 100	600,000	J.A.J&O	Jul. '67 1	Lackawanna & Bloomsb. 100	1,826,000	-----	-----	Sand. Mansf. and Newark 100	900,000	-----	-----
Blossburg & Corning* 50	250,000	J. & D.	Jun. '67 2	Lehigh and Mahanoy 50	2,158,565	J. & J.	Jan. '67 2	Saratoga and Hudson 100	1,020,000	A. & O.	Apr. '67 2
Boston, Concord & Mont. 100	459,000	-----	-----	Lehigh and Susquehanna 50	6,104,060	M. & N.	My '67 3	Saratoga and Whitehal* 100	500,000	-----	-----
Do. do. pref. 100	1,340,400	J. & D.	Jun. '67 2	Lehigh Valley ----- 100	10,734,100	J.A.J&O	Jul. '67 24	Savannah and Charleston 100	1,000,000	-----	-----
Boston and Lowell ----- 100	163,000	J. & D.	Jun. '67 4	Lexington & Frankfort 100	514,865	M. & N.	My '67 4	Schuykill and Susqueh'a. 50	1,269,160	-----	-----
Boston and Maine ----- 100	4,076,974	J. & J.	Jul. '67 5	Little Miami ----- 50	3,572,400	J. & D.	Jun. '67 4	Second and Third St. (Ph.) 50	203,757	J. @ J.	Jul. '67 5
Boston and Providence ----- 100	3,390,000	J. & J.	Jul. '67 5	Little Schuykill* 100	2,646,100	J. & J.	Jul. '67 2	Schuykill Valley* 50	576,050	J. & J.	Jul. '67 24
Boston and Worcester ----- 100	4,560,000	J. & J.	Jul. '67 5	Lomb and South St. (Ph.) 25	90,000	-----	-----	Scabord and Roanoke 100	868,200	-----	-----
Broadway (Boston) ----- 150	32,000	-----	-----	Long Island ----- 50	8,000,000	F.M.A.N.	Aug. '67 5	Second Avenue (N. Y.) 100	650,000	A. & O.	Oct. '66
Broadwy & 7th Av. (N.Y.) 100	2,100,000	J. & J.	Jul. '67 5	Louisville and Frankfort 50	1,109,594	J. & J.	Jul. '67 3	Shamokin V. and Pottsv.* 50	860,460	F. & A.	F. '67 24
Brooklyn City ----- 100	1,900,000	F. & A.	F. '67 24	Louisville and Nashville 100	5,500,000	F. & A.	Web. '67 4	Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	-----
Brooklyn City & New'tn. 100	366,000	-----	-----	Lowell and Lawrence 100	2,800,000	J. & J.	Jul. '67 3	South Carolina 100	2,819,275	-----	-----
Buff. New York & Erie* 100	860,000	J. & J.	Jul. '67 3	Macon and Western 100	1,500,000	M. & N.	My '67 4	South Shore 100	259,685	-----	-----
Buffalo and State Line ----- 100	2,200,000	F. & A.	Aug. '67 5	McGregor Western* 100	-----	-----	-----	South Western, Georgia 100	2,203,400	F. & A.	Aug. '66 4
Cambridge Horse (Boston') 100	77,800	A. & O.	Jul. '67 4	Mahanoy & B'd Mount n* 50	921,615	-----	-----	Southern Mississipl. 100	1,000,000	-----	-----
Camden and Amboy ----- 100	6,842,200	F. & A.	Aug. '67 5	Maine Central 100	1,600,860	-----	-----	Springfield and Columbus 100	-----	-----	-----
Camden and Atlantic, prof. 50	600,000	-----	-----	Manchester & Lawrence 100	1,000,000	M. & N.	My '67 3	Staten Island 100	628,500	J. & J.	Jan. '67 4
Cape Cod Branch ----- 60	721,926	J. & J.	Jul. '67 3	Marietta & Cincinnati 50	2,029,750	-----	-----	Syr. Bingham. and N.Y. 100	1,200,130	-----	-----
Catawissa, prof. ----- 50	1,150,000	F. & A.	Ap. '67 34	" 1st pref. 50	6,886,135	M. & S.	Sep. '66 3	Taunton Branch 100	220,000	J. @ J.	Jul. '67 4
Catawissa, prof. ----- 50	2,200,000	F. & A.	Ap. '67 34	" 2d pref. 50	4,011,744	M. & S.	Sep. '66 3	Tennessee and Alabama 100	595,922	-----	-----
Cayuga & Susquehanna* 50	889,110	J. & J.	Jul. '67 4	Memphis and Charleston 100	5,312,725	M. & S.	Mar. '62 4	Terre Haute and Indiana 50	1,983,150	J. & J.	Jul. '67 1
Central of Georgia ----- 100	4,666,500	J. & J.	Jul. '67 5	Metropolitan (Boston) 100	1,250,000	J. & J.	Jul. '67 5	Third Avenue (N. Y.) 100	1,150,000	-----	-----
Central of New Jersey ----- 100	13,000,000	J.A.J&O	Jul. '67 24	Michigan Central 100	7,502,666	J. & J.	Jul. '67 5	Thirteenth and Fif. (Ph.) 50	500,000	J. @ J.	Jul. '67 1
Central Ohio, prof. ----- 100	400,000	J. & D.	Jun. '67 3	Michigan Central 100	9,811,300	F. & A.	F. '67 34	Tol., Peoria and Warsaw 100	1,650,000	-----	-----
Cen. Park, N. & E. River 100	955,900	-----	-----	" guaranteed 100	787,700	F. & A.	Feb.'67 5	" " 1st pref. 100	1,700,000	-----	-----
Charlotte & S. Carolina 100	1,201,000	-----	-----	Middlesex (Boston) 100	400,000	-----	-----	" " 2d pref. 100	908,176	-----	-----
Chemung* ----- 100	380,000	J.A.J&O	Jul. '67 2	Milville and Glassboro 100	368,200	F. & A.	Aug. '67 6	Tol. Wabash and West 100	5,400,000	-----	-----
Cheshire, preferred ----- 100	2,017,825	Annual	Jul. '67 24	Milw. & Prairie du Chien 100	3,014,000	F. & A.	Feb.'67 3	" pref. 50	1,000,000	M. & N.	My '67 3
Chicago and Alton ----- 100	3,866,043	M. & S.	Mar. '67 5	Milw. & Prairie du Chien 100	3,014,000	F. & A.	Feb.'67 8	Troy and Boston 100	607,111	-----	-----
Chicago, Buri. & Quincy 100	9,194,719	Annual	Dec. '66 7	Montgomery & W. Point 100	1,049,769	-----	-----	Troy and Greenbush* 100	274,400	J. & D.	Jnn.'67 3
Chicago, R. I. & Pacific* 100	9,100,000	A. & O.	Apr. '67 5	Morris and Essex 100	5,600,000	F. & A.	F. '67 34	Troy, Salem and Rut'l'd* 100	800,000	A. & O.	Apr. '67 2
Cin. Ham. & Dayton ----- 100	8,129,100	A. & O.	Apr. '67 5	Nashua and Lowell 100	600,000	M. & N.	My '67 5	Union Transport'n (Bos.) 100	200,000	-----	-----
Cin. & Richmond & Chicago 100	350,000	-----	-----	Nashville & Chattanooga 100	2,056,844	-----	-----	Union Pacific 100	-----	-----	-----
Cin. & Indianapolis Junction 100	1,800,000	-----	-----	Naugatuck 100	1,100,000	F. & A.	Aug. '67 6	Union Pacific (E. D.) 100	-----	-----	-----
Cincinnati and Zanesville 100	1,600,250	-----	-----	New Bedford & Taunton 100	500,000	J. & J.	Jul. '67 4	Union (Phila.) 100	291,475	J. @ J.	Jan. '67 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6	New Haven & N. London 100	728,538	J. & J.	Jul. '67 4	Utica and Black River 100	934,400	J. & J.	Jul. '67 4
Cleveland, Cleve. & Cincinnati 100	6,000,000	F. & A.	Aug. '67 4	New Haven & Northampton 100	1,224,700	J. & J.	Jul. '67 3	Vermont and Canada 100	2,250,000	J. & D.	Jun. '67 4
Cleveland & Mahoning* 50	4,046,300	M. & N.	My '67 4	New Jersey 100	5,000,000	F. & A.	Aug. '67 5	Vermont Central 100	8,000,000	-----	-----
Cleveland, Painsv. & Ashto. 100	5,000,000	J. & J.	Jan. '67 4	New London Northern 100	395,000	M. & S.	Mar. '67 4	Vermont Valley 100	516,164	-----	-----
Cleveland and Pittsburg ----- 50	5,403,911	J. & J.	Jan. '67 4	N. O., Jackson & Gt. N. 100	4,697,457	M. & S.	Mar. '67 4	Virginia Central 100	2,353,879	-----	-----
Cleveland and Toledo ----- 50	4,841,000	A. & O.	Apr. '67 6	N. O., Opel & Gt. W'st'n. 100	4,043,425	J. & J.	Jul. '67 5	Virginia and Tennessee 100	2,452,815	-----	-----
Columbus and Xenia* 100	1,786,200	J.A.J&O	Jul. '67 2	New York Central 100	26,530,000	F. & A.	Aug. '67 3	Western (Mass.) 100	6,710,800	J. & J.	Jul. '67 5
Concord ----- 100	1,500,000	M. & N.	My '67 5	New York and Harlem 50	6,25,500	J. & J.	Jul. '67 4	Western Union 100	2,687,237	-----	-----
Concord & Portsmouth 100	350,000	J. & J.	Jul. '67 3	New York and Harlem 50	1,500,000	F. & A.	Aug. '67 5	West Jersey 100	731,050	M. & N.	My '67 4
Coney Island & Brooklyn 100	500,000	-----	-----	New York Central 100	10,000,000	J. & J.	Jul. '67 4	West Philadelphia 100	249,100	J. @ J.	Jul. '67 5
Conn. & Passump. Rivers 100	-----	-----	-----	New York Central 100	10,000,000	F. & A.	Aug. '67 5	Wilm. and Ma. Chester 100	1,130,470	-----	-----
Connecticut River ----- 100	1,073,300	J. & J.	Jul. '67 3	New York and Harlem 50	6,25,500	J. & J.	Jul. '67 4	Wilm. and Weldon 100	1,340,233	-----	-----
Cumberland Valley ----- 100	1,650,000	J. & J.	Jul. '67 5	New York & New Haven 100	6,000,000	J. & J.	Jul. '67 5	Worcester and Nashua 75	1,141,000	J. & J.	Jul. '67 4
Danbury and Norwalk 100	306,900	A. & O.	Apr. '67 4	New York & New Haven 100	1,753,281	J. & J.	Jul. '67 3	CANALS.	-----	-----	-----
Dayton and Michigan* 100	2,284,941	-----	-----	Niag. Bridge & Cananda* 100	1,000,000	J. & J.	Jul. '67 3	Chesapeake and Delaware 50	1,575,963	J. & D.	Jun. '67 3
Deaswarr ----- 50	466,132	J. & J.	Jul. '67 3	Ninth Avenue 100	795,360	-----	-----	Chesapeake and Ohio 25	8,228,595	-----	-----
Dol. Lackaw & Western 100	11,288,560	J. & J.	Jan. '67 5	North Carolina 100	4,000,000	-----	-----	Delaware Division 50	1,633,250	F. & A.	Aug. '67 3
Dos Moines Valley ----- 100	1,550,050	-----	-----	Northern Central 100	4,513,900	F.M.A.N.	Aug. '67 2	Delaware and Hudson 100	10,000,000	F. & A.	Aug. '67 8
Detroit & Milwaukee ----- 100	452,559	A. & O.	Apr. '67 2	Northerners of N. Hampsh. 100	3,06,400	J. & D.	Jun. '67 4	Delaware and Raritan 100	2,298,400	F. & A.	Aug. '67 5
" " prof. 100	1,500,000	-----	-----	North Missouri 100	2,369,307	-----	-----	Eric of Pennsylvania 50	64,000	-----	-----
Do. do. pref. 100	1,500,000	-----	-----	North Pennsylvania 100	3,150,150	-----	-----	Lehigh Coal and Navigat. 50	6,127,000	M. & N.	My '67 3
Erie, E. B'dw. & Bat. 100	1,200,000	-----	-----	Philadelphia & Balt'y. 100	2,363,600	J. & J.	Jul. '67 4	Monongahela Navigation 50	728,100	J. & J.	

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length completed; equi- pment in progress or projected.	Equipment. Cars.	Companies.										Indebted- ness.	Earnings.	Market Price.	Amount out- standing.	Rate.	Payable.	Principal Market Value.	
			Horses.	2-horse.	1-horse.	Cost of Road and Equipment.	Share Capital paid in	Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid capital.	Par Value.							
30 Nov.'66	3.36	—	MASSACHUSETTS.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Nov.'66	5.13	—	Boston and Chelsea	110,000	111,000	—	—	—	—	8,800	7,525	64	37	—	—	—	—	—	—	
30 Nov.'66	218	32	Broadway, Boston	348,279	325,000	—	—	20,451	168,846	44,203	7	55	—	—	—	27,500	pc	Montha. J. & J.	Year. Var.	p. c.
30 Nov.'66	27.43	—	Cambridge	734,671	727,800	150,000	94	—	—	65,502	9	88	—	—	—	—	—	—	—	
30 Nov.'66	2.57	—	Lowell (Horse)	45,536	46,000	—	—	—	—	20,399	3,261	—	—	—	—	—	—	—	—	
30 Nov.'66	11.75	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,255	—	—	—	—	—	—	—	—	—	—	
30 Nov.'66	3.41	—	Malden and Melrose	60,246	200,000	58,727	—	27,344	—	—	—	—	—	—	—	—	—	—	—	
30 Nov.'66	3.07	—	Medford and Charlestown	36,600	21,000	9,600	—	19,627	2,240	—	50	—	—	—	—	—	—	—	—	
30 Nov.'66	38.82	157	Metropolitan (Boston)	1,601,478	1,250,000	—	—	129,096	526,414	113,472	11,437	—	—	—	—	—	—	—	—	
30 Nov.'66	6.28	254	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	—	—	—	—	—	—	—	—	—	
30 Nov.'66	3.22	—	Northampton & Williamsburg	300,000	300,000	—	—	4,627	2,686	211	—	—	—	—	—	—	—	—	—	
30 Nov.'66	5.69	6	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	—	—	—	—	—	—	—	—	—	—	
30 Nov.'66	7.78	48	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—	—	—	—	—	—	—	—	
30 Nov.'66	3.61	—	Somerville	75,000	75,000	—	—	—	—	4,379	2,621	3	39	—	—	—	—	—	—	
30 Nov.'66	2.50	12	Stoneham street (Boston)	37,300	33,000	—	—	—	—	9,628	1,991	6	—	—	—	—	—	—	—	
30 Nov.'66	6.74	—	Suburban	95,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Nov.'66	—	431	Union (Transportation)	282,789	200,000	24,000	113,007	341,247	10,110	5	88	—	—	—	—	—	—	—	—	
30 Nov.'66	1.58	—	West Cambridge	13,600	13,600	—	—	—	—	516	44	47	—	—	—	—	—	—	—	
30 Nov.'66	2.25	—	Winnisimmett	62,152	59,800	—	—	—	—	3,720	3,255	4	—	—	—	—	—	—	—	
30 Nov.'66	11.60	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Jan.'64	3.0	8.0	CONNECTICUT.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec.'62	8.5	11	Fairhaven and Westville	100,000	100,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec.'62	—	3	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	7.17	—	NEW YORK.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	17.50	—	Albany	85,544	50,000	31,000	—	65,155	501	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	10.76	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,558	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	14.33	—	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	7.75	10	Broadway & 7th Ave., N.Y.	3,373,626	2,100,000	120,000	100,000	612,779	198,082	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	24.00	—	Brooklyn Central & Jamaica	10,200	100,000	86,000	71,180	28,068	8,282	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	16.18	146	Brooklyn City	1,333,460	1,000,000	170,000	55,291	173,827	3,666	9	100	—	—	—	—	—	—	—	—	
30 Sep.'65	11.75	40	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	2.50	—	Brooklyn City & Ridgewood	187,200	184,000	20,000	3,200	—	—	—	100	—	—	—	—	—	—	—	—	
30 Sep.'65	24.00	116	Clinton Avenue (Albany)	1,517,906	955,900	550,000	—	528,000	74,053	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	2.00	—	Cohoes & Waterford	—	2,800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	19.75	—	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	11.82	46	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	208,714	80,362	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	6.00	—	East & North River (W.C.)	660	650	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	18.00	141	Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153	90,670	6	100	—	—	—	—	—	—	—	—	
30 Sep.'65	12.00	42	42d st. & Grand st. Ferry	962,621	750,000	260,000	2,698	227,662	63,047	5	100	—	—	—	—	—	—	—	—	
30 Sep.'65	6.52	—	Grand st. & Newtown (W.C.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	10.00	17	Harlem br. Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,700	2,600	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	19.00	—	Hartland & Tarrytown	—	3,550	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	19.10	30	Ninth Avenue	444,877	705,360	112,000	—	74,514	loss.	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	11.00	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	11.00	16	Rochester City & Brighton	251,559	133,400	100,000	—	80,028	29,616	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	16.00	—	Second Avenue (N.Y.)	1,213,127	650,000	520,000	136,970	388,298	106	100	55	—	—	—	—	—	—	—	—	
30 Sep.'65	8.37	—	Sixth Avenue (N.Y.)	409,516	750,000	—	139,604	452,224	loss.	100	116	—	—	—	—	—	—	—	—	
30 Sep.'65	17.50	147	Third Avenue (N.Y.)	2,110,100	1,750,000	1,800,000	15,000	1,024,742	211,213	9	100	—	—	—	—	—	—	—	—	
30 Sep.'65	5.00	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	4.46	1.00	Troy and Cohoes	50,000	50,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	6.50	9.00	Utica City	209,325	124,500	100,000	—	30,752	loss.	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	1.50	—	V. Brunt st. & Erie Bas'n (Bk'n)	62,000	50,000	12,000	—	12,830	808	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	—	5.00	Westchester	5,949	7,370	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	—	4.00	West Shore	1,457	2,200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec.'62	5.32	7	NEW JERSEY.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec.'62	5.05	2.50	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec.'62	10.47	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—	—	—	—	—	—	—	—	
31 Dec.'62	17.00	150	Jersey City & Bergen Point	618,296	287,550	300,000	30,750	124,676	30,566	50	—	—	—	—	—	—	—	—	—	
31 Dec.'62	5.80	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct.'66	9.23	144	PENNSYLVANIA.	218,024	126,000	56,300	7,756	143,111	61,003	20	50	—	—	—	—	—	—	—	—	
31 Oct.'66	6.74	—	Citizens' (Pittsburg)	148,935	71,475	50,000	21,750	6,184	loss.	—	—	—	—	—	—	—	—	—	—	
31 Oct.'66	16.23	49	Frankfort and Philadelphia	772,606	491,650	200,000	—	261,223	66,440	6	50	154	—	—	—	—	—	—	—	
31 Oct.'66	34.41	367	Frankfort & Southw'k (Ph)	481,335	112,245	350,000	26,294	294,683	121,721	20	50	234	—	—	—	—	—	—	—	
31 Oct.'66	5.47	120	Girard College (Phila.).	81,612	180,000	—	—	104,934	17,340	15	50	—	—	—	—	—	—	—	—	
31 Oct.'66	4.53	191	Green & Coates st. Phila.).	232,953	150,000	100,000	—	166,782	51,934	18	50	304	—	—	—	—	—	—	—	
31 Oct.'66	2.12	25	Harrisburg City	5,574	41,114	9,600	4,824	11,463	507	—	—	—	—	—	—	—	—	—	—	
31 Oct.'66	1.00	—	Hestonv, Mantua & Fairm't	160,189	90,000	60,200	4,500	67,450	20,166	25	14	—	—	—	—	—	—	—	—	
31 Oct.'66	7.25	13	Lombard & South st. (Phil).	118,383	100,000	17,000	—	39,291	13,479	20	12	—	—	—	—	—	—	—	—	
31 Oct.'66	5.92	45	Pittsburgh, Allegheny & Manch'r	396,255	255,000	140,000	31,255	191,325	61,822	50	—	—	—	—	—	—	—	—	—	
31 Oct.'66	7.00	12	Pittsburg & Birmingham	140,740	160,000	35,000	14,507	216,388	25,068	16	50	—	—	—	—	—	—	—	—	
31 Oct.'66	2.00	241	Pittsburg & Erie	179,635	120,000	68,300	2,108	42												

NATIONAL AND STATE SECURITIES.

Interest.										Interest.									
Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.										
*Indicates that no interest is paid.					*Indicates that no interest is paid.														
National Securities, June 1, 1867.					Massachusetts—State Almshouse Loan														
Loan of Jan. 28, 1847 registered	6	Jan. & July.	1867	137	—S. Almsh. and State H. Loan	100,000	5	May & Nov.	1872										
Loan of March 31, 1848 registered	15,325,842	6	"	1868	—Back Bay Land Loan	175,000	5	April & Oct.	73-74										
" " " coupon	6	"	"	1868	—Lun. Hosp. (W. Mass.)	220,000	5	May & Nov.	1882										
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	—	presentation.	Due.	—Funding Loan	150,000	6	April & Oct.	1868										
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	— " "	75,000	6	June & Dec.	1868										
" " " coupon	5	"	"	1874	— " "	172,000	6	"	70-72										
Loan of June 22, 1860 registered	7,022,000	5	"	1871	— Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874										
" " " coupon	5	"	"	1871	— Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877										
Loan of Feb. 8, 1861 registered	18,415,000	6	"	1881	— Union Fund Loan	600,000	5	Jan. & July.	77-78										
" " " coupon	6	"	"	1881	— Coast Defense Loan	888,000	5	"	1883										
Oregon War Bonds of March 3, 1861	1,016,000	6	"	1881	— Bounty Fund Loan	200,000	5	"	1893										
" " " " " yearly	6	"	"	1881	— " "	4,379,500	5	May & Nov.	1894										
Loan of July 17, 1861 registered	284,295,350	6	Jan. & July.	1881	— " " " sterling	3,996,000	5	"	1894										
" " " " " coupon	6	"	"	1881	— Union Fund Loan	850,000	6	Jan. & July.	71-72										
Loan of Feb. 25, 1862 (5-20s) registered	6	May & Nov.	1882	6	— " "	2,150,000	6	"	74-76										
" " " (5-20s) coupon	6	"	"	1882	— War Loan (currency)	2,118,000	6	Mar. & Sept.	71-86										
Loan of March 3, 1864 (5-20s) registered	6	May & Nov.	1884	6	— Western R.R. Loan (sterling)	4,356,516	5	April & Oct.	68-71										
" " " (5-20s) coupon	6	"	"	1884	— Eastern R.R. Loan	275,000	5	Jan. & July.	68-71										
Loan of March 3, 1865 (5-20s) registered	1,092,640,800	6	May & Nov.	1885	— Southern Vermont R.R.	200,000	5	April & Oct.	1890										
" " " (5-20s) coupon	6	"	"	1885	— Troy and Greenfield R.R.	966,500	5	"	91-93										
" " 2d series (5-20s) registered	6	Jan. & July.	1886	6	— " " (stg.)	554,180	5	"	88-90										
" " 3d series (5-20s) registered	6	"	"	1886	Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878										
" " 4d series (5-20s) coupon	6	"	"	1886	— Renewal Bonds	216,000	6	"	1878										
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1904	— Two Million Loan Bonds	1,750,000	7	"	73-83										
Pacific R.R. Bonds (currency)	13,722,000	5	"	1904	— " " " "	250,000	7	"	1888										
Treasury Notes (7-30s) July 17, '61: 1st series	7,320,727	6	Jan. & July.	195-97	— War Loan Bonds	1,111,500	7	"	Var.										
" " (7-30s) June 30, '61: 2d series	511,939,525	7	Feb. & Aug.	1867	— Bounty Loan Bonds	463,000	7	May & Nov.	1890										
" " (7-30s) Mar. 3, '61: 3d series	7,200,000	7	June & Dec.	1868	— Minnesota—State Building Loan	100,000	7	Jan. & July.	1877										
Matured Debt not presented	9,821,000	—	—	7,200,000	— Railroad Loan Bonds	2,275,000	6	"	1883										
Gold Certificates of Deposit	17,325,980	—	—	7,200,000	— State Bonds (Planters' Bank)	2,000,000	6	"	41-71										
Coupon Interest Notes 1864-'65	130,080,240	6	At maturity.	7,200,000	— (Union Bank)	5,000,000	6	"	Var.										
United States Notes (greenbacks)	373,209,727	—	—	7,200,000	Missouri—State Bonds	622,000	6	Jan. & July.	66-83										
Fractional currency	28,458,975	—	—	7,200,000	— Hannibal and St. Joseph R.R.	3,000,000	6	"	81-85										
Navy Pension Fund	12,500,000	—	—	7,200,000	— Pacific R.R.	7,000,000	6	"	81-87										
State Securities, latest.				7,200,000	— Southwestern R.R.	4,500,000	6	"	85-87										
Alabama—State Bonds coupon	168,000	6	May & Nov.	1872	— North Missouri R.R.	4,350,000	6	"	82-87										
" " " (extended)	1,941,000	5	"	1883	— Iron Mountain R.R.	3,500,000	6	"	82-89										
" " " (funded coup.)	437,850	5	"	1887	— Cairo and Fulton R.R.	650,000	6	"	85-87										
" " " (sterling)	648,000	5	Jan. & July.	1876	— Platte County R.R.	700,000	6	"	85-87										
" " " ("")	698,000	6	April & Oct.	1876	New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	67-78										
Arkansas—Bank Loan (real estate) coupon	899,000	6	"	1881	— " " Sept. 1, 1864	600,000	6	May & Nov.	84-89										
" " " (State Bank)	810,000	6	Jan. & July.	1886	— " " Oct. 1, 1866	609,500	6	April & Oct.	67-74										
California—Civil Bonds of 1867 coupon	3,727,500	7	Jan. & July.	1872	— " " July 1, 1866	500,000	8	Jan. & July.	1869										
" " " 1860	1,985,500	7	"	1877	New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	67-84										
Soldiers Relief Bonds	1,548,500	7	"	1880	— " " 1863 ("")	1,002,900	6	"	86-98										
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	71-81	New York—General Fund Bonds	706,000	7	J. A. J. & O.	1870										
" " " Oct. 1861	2,000,000	6	"	72-82	— Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877										
" " " Nov. 1863	2,000,000	6	"	72-82	— General Fund Bonds	1,189,780	6	"	108										
" " " May, 1864	2,000,000	6	April & Oct.	74-84	— " " "	500,000	6	"	1868										
" " " May, 1864 (free)	2,000,000	6	"	1885	— Canal Fund Bonds	800,000	6	"	1878										
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	— " " "	3,050,000	6	J. A. J. & O.	1871										
Georgia—State Bonds (Railroad) coupon	276,000	7	"	var.	— " " "	6,000,000	6	"	1873										
" " " (Act Mar. 12, '66)	3,930,000	7	various.	85	— General Fund Bonds	2,250,000	6	"	104										
" " " (Railroad)	1,569,000	7	Jan. & July.	1886	— " " "	1,400,000	6	"	1874										
" " " (Railroad)	734,000	6	Feb. & Aug.	68-74	— " " "	909,600	6	Jan. & July.	75-77										
" " " (Sterling)	72,000	5	Mar. & Sept.	1869	— " " "	442,960	5	May & Nov.	pleas.										
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	— " " "	900,000	5	Jan. & July.	1868										
" " " registered	1,229,657	6	"	1870	— " " "	1,163,000	5	J. A. J. & O.	1868										
" " " State Bonds coupon	948,910	6	"	1870	— " " "	167,000	5	"	1871										
" " " War Loan Bonds	4,357,253	6	"	1870	— " " "	4,500,000	5	"	1874										
Indiana—State Bonds coupon	1,191,992	24	Jan. & July.	1866	North Carolina—State Bonds	366,000	6	"	Var.										
" " " " " "	329,936	5	"	1866	— " " "	8,334,000	6	Jan. & July.	81-90										
Iowa—State Bonds coupon	180,000	6	May & Nov.	1866	— " " "	650,000	6	April & Oct.	90-91										
" " " War Loan Bonds	300,000	7	Jan. & July.	1868	Ohio—State Bonds (Union Loan)	3,500,000	6	Jan. & July.	1900										
Kansas—State Bonds coupon	99,945	6	Jan. & July.	1875	— " " "	286,366	6	Jan. & July.	1868										
" " " War Loan Bonds	500,000	7	"	1875	— " " "	2,183,532	6	"	1870										
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	68-71	— " " "	1,600,000	6	"	1C0										
" " " " " "	415,000	6	April & Oct.	70-71	— " " "	4,095,309	6	"	1881										
" " " Military Bonds	263,000	6	May & Nov.	1870	— " " "	2,400,000	6	"	1886										
Louisiana—State Bonds (Banks) coupon	4,823,983	6	various.	68-73	Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1876										
" " " (Railroads)	2,928,000	6	Feb. & Aug.	68-86	Pennsylvania—State Bonds coupon	4,903,000	5	Various.	77-82										
" " " (Schools, &c.)	665,000	6	"	69-99	— registered	5,035,052	5	"	68-70										
" " " (Lev. es)	1,000,000	6	Jan. & July.	1897	— Inclined Plane Bonds	400,000	6	April & Oct.	1879										
" " " (New)	892,800	6	"	1898	— State Bonds, 1st series	92,850	5	Jan. & July.	77-81										
Maine—Mass. Land Debt of '53 coupon	150,000	5	October.	67-72	— " " 2d series	99,480	5	Jan. & July.	1882										
" " " 1857-61	174,000	6	Mar. & Sept.	67-74	— " " 3d series	720,983	5	"	1892										
" " " War Loan of 1861	800,000	6	various.	75-78	— " " 1st series	4,907,150	6	"	1877										
" " " 1863	525,000	6	"	1871	— " " 2d series	7,909,520	6	"	1882										
" " " Bounty Loan of 1863	415,000	6	Mar. & Sept.	1883	— " " 3d series	9,270,017	6	"	1892										
" " " War Loan of 1864	2,932,500	6	Feb. & Aug.	1890	— Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871										
Maryland—State Bonds (Balt. & Susq. R.R.)	2,150,000	3	J. A. J. & O.	1890	Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871										
" " " (S & T. W. Can.) sterl.	1,017,632	5	"	1865	— " " "	1,196,000	6	Mar. & Sept.	1882										
" " " (Balt. and Ohio R.R.)	24,000	5	"	1880	— " " "	264,000	6	April & Oct.	1883										
" " " (C. and O. Can.) sterl.	1,405,607	5	"	1889	— " " "	1,706,000	6	Jan. & July.	1893										
" " " (R. R. various) "	120,000	5	"	1889	Vermont—State War Bonds	1,567,500	6	Feb. & Aug.	1894										
" " " ("") curvey.	159,974	5	"	1890	— " " "	788,898	5	J. A. J. & O.	68-70										
" " " (B. & O. R.R.) sterl.	3,277,389	5	"	1890	— " " "	3,275,000	6	Jan. & July.	71-90										
" " " (O. and O. Can.) "	8,259,616	5	"	1890	Tennessee—State Bonds	1,949,430	6	April & Oct.	1868										
" " " (Ches. & Ohio Can.)	2,000,000	6	"	1870	— " " "	239,174	6	Var.	68										
" " " (Balt. & Susq. R.R.)	1,000,000	6	"	1870	— Railroad, &c., Loan Bonds	1,706,000	6	April & Oct.	1868										
" " " (Bounty)	601,000	6	"	1870	— " " "	14,006,000	6	Jan. & July.	30 yrs.										
" " " (Ches. & Ohio Can.)	30,000	6	"	1870	— " " "	2,207,000	6	Var.	68										
" " " (Balt. & Susq. R.R.)	429,888	6	"	1885	— " " "	6,000,000	6	"	1882										
" " " General Statutes Loan	15,000	5	June & Dec.	1868	— New Bonds	1,865,000	6	June & Dec.	71-78										
" " " Funding Loan	21,000	5	"	1870	— " " "	1,567,500	6	"	1868										
" " " " "	150,000	5	Jan. & July.	1870	— " " "	1,706,000	6	Jan. & July.	long.										
" " " " "	17,000	5	June & Dec.	1872	Virginia—State Bonds (sterling)	108,000	6	"	long.										
" " " " "					— " " "	21,69,398	6	"	long.										
" " " " "					— " " "	10,900,000	6	"	long.										
" " " " "					— " " "	2,379,500	6	"	1876										
" " " " "					— " " "	489,300	6	"	1886										
" " " " "																			

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	184,438	166,493	194,962	200,807	265,626	295,512	358,408	401,103	357,228	353,344	328,823	3,235,492
1865	289,445	347,211	422,340	355,045	472,493	410,900	498,882	506,584	541,481	675,446	634,243	576,365	5,826,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,888	568,589	533,150	599,970	474,056	388,573	5,096,119
1867	377,852	380,100	489,555	407,018	465,102	—	—	—	—	—	—	—	—
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	166,303	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,808	252,016	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	336,986	409,261	401,280	367,966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	266,249	329,861	371,544	321,597	387,269	322,638	360,222	323,080	271,247	3,695,153
1867	240,238	142,947	238,362	283,921	338,691	343,471	—	—	—	—	—	—	—
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	128,708	144,995	170,967	129,142	160,306	210,729	216,030	196,435	201,134	1,050,267
1864	155,735	175,482	243,150	185,013	198,679	243,178	224,080	307,874	375,860	324,866	336,617	321,057	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,281	389,489	307,523	270,073	201,779	3,813,514
1866	241,396	183,388	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	234,621	272,464	280,283	251,910	261,488	—	—	—	—	—	—	—
Chicago and Northwestern:													
1863	—	—	—	—	—	366,100	281,334	296,169	473,186	551,122	495,945	407,588	2,811,544
1864	273,876	317,830	390,355	421,363	406,830	565,145	480,710	519,306	669,805	729,759	716,378	663,400	6,114,566
1865	541,005	482,164	492,296	468,358	585,623	747,944	702,661	767,508	946,707	921,886	749,191	546,609	7,985,980
1866	625,566	405,634	523,744	518,736	738,082	922,892	776,900	778,284	899,068	1,210,664	1,005,680	898,079	9,088,906
1867	690,832	586,743	747,391	720,651	757,736	893,367	—	—	—	—	—	—	—
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,041	37,588	38,058	30,208	60,198	51,486	61,787	51,388	60,895	528,564
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,342	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,283	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,087	107,052	104,547	152,725	136,897	123,785	1,817,102
1867	98,223	80,928	93,372	103,154	90,583	87,784	—	—	—	—	—	—	—
Erie:													
1862	600,007	601,566	639,006	620,070	587,416	528,842	596,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,605	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	985,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,304	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,455,456	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division	1,185,746	987,983	1,070,941	1,163,441	1,101,682	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116
1867	including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,352	1,118,731	—	—	—	—	—	—
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	260,282	261,070	352,786	414,543	410,336	372,593	350,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	475,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,373	510,100	422,578	640,179	796,236	661,391	657,141	603,492	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,408	747,499	739,736	641,589	643,887	518,088	7,181,208
1866	606,063	565,266	505,465	411,606	569,350	567,879	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,458	564,201	417,352	420,365	477,607	496,616	—	—	—	—	—	—	—
Marietta and Cincinnati:													
1863	38,203	63,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,883	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	96,453	1,048,186
1865	96,672	87,791	92,768	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	106,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,555	—	—	—	—	—	—	—
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,136	88,221	140,418	186,747	212,209	139,647	113,399	168,218	175,526	149,099	117,013	1,711,231
1865	98,184	74,283	70,740	106,889	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,123	108,082	267,488	262,173	170,795	116,224	150,899	245,701	244,854	98,787	1,988,900
1867	143,000	86,000	72,000	87,510	119,104	114,579	—	—	—	—	—	—	—
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,542
1864	266,600	304,445	338,454	330,651	267,126	315,258	275,891	358,562	402,219	407,107	448,934	411,806	4,120,152
1865	366,396	366,361	413,974	365,180	361,489	387,096	301,613	418,575	486,808	524,760	496,072	351,799	4,820,721
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,555	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	—	—	—	—	—	—	—
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,824	295,956	322,389	307,474	258,634	2,650,702
1863	242,073	245,868	236,432	238,495	236,453	266,221	193,328	215,449	308,188	375,488	339,794	306,186	3,168,055
1864	252,435	278,848	348,802	328,276	271,553	265,780	263,244	346,781	404,465	410,802	405,510	276,470	3,970,945
1865	306,324	279,187	344,228	237,241	401,456	365,663	329,105	413,501	476,681	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	369,646	429,181	493,040	414,044	308,669	4,280,115
1867	304,096	283,661	376,210	362,783	333,952	284,977	—	—	—	—	—	—	—
Milwaukee and St. Paul:													
1864	51,965	46,474	64,903	80,261	289,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,560
1865	98,181	86,528	96,905	106,269	237,562	241,906	241,370	300,841					

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest	Interest.		Due.	Price.	Description.	Amount.	Interest	Interest.		Due.	Price.	
			When payable.	Where payable.						When payable.	Where payable.			
Alabama and Florida:														
Mortgage	\$200,000	7			1867	—	Chicago and Milwaukee:	2,000,000	7	Jan. & July.	New York	1898	88	
Convert. (guar. by Dir.)	150,000	7			1863	—	1st General Mort.							
Alabama and Tenn. Rivers:														
1st Mortgage convertible	833,000	7 Jan. & July.	New York	1872	—	Chicago and Great Eastern:	5,600,000	7	Apr. & Oct.	New York	1895	50		
2d Mortgage	225,705	8			1864	—	1st Mortgage							
Albany and Susquehanna:														
Mortgage	1,016,730	7 April & Oct.	Albany	1882	—	Chicago and Rock Island:	1,397,000	7	Jan. & July.	New York	1870	1024		
Allegheny Valley:														
1st Mortgage	398,000	7 April & Oct.	Pittsburg	1891	—	Income bonds	47,000	8	May & Nov.	" var.	—			
Atlanta and St. Lawrence:														
1st Mortgage, N. Y. Division	895,000	7 Jan. & July.	London	1870	—	1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	59		
2d Mortgage	774,700	7 April & Oct.	1881	—	Chicago and North Western:									
1st Mortgage, Penn.	2,324,800	7 " "	1877	—	Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97			
2d Mortgage	913,500	7 Jan. & July.	1882	—	General 1st Mortgage	3,600,000	7	" "	"	1885	88			
1st Mortgage, Franklin Branch	349,000	7 June & Dec.	1882	—	Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	90			
1st Mortgage, Ohio Division	2,764,400	7 April & Oct.	New York	1876	—	Consolidated Sinking Fund	948,000	7	F M A. & N.	"	1915	84		
2d Mortgage	2,880,000	7 Jan. & July.	1883	—	Equipment Bonds	270,483	7	May & Nov.	"	1874	95			
1st Mortgage, Buffalo Extension	1,492,000	7 Feb. & Aug.	1884	—	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	88			
1st Mortgage, Silver Creek	200,000	7 March & Sept.	London	1890	—	Green Bay Extension Bonds	300,000	7	" "	1886	75			
Consolidated Bonds	16,332,500	7 Quarterly.				Flagg Trust Bonds	245,000	8	Jan. & July.	"	—			
Baltimore and St. Lawrence:						2d Mortgage	1,250,000	7	May & Nov.	New York	1880	90		
Dollar Bonds (Coupon)	988,000	6 April & Oct.	Portland	1866	—	3d Mortgage	500,000	8	March & Sept.	New York	1873	93		
Sterling Bonds (Coupon)	484,000	6 Nov. & May.	London	1878	—	Hubbard Branch	105,000	7			1876	—		
City of Portland Loan (Coup.)	1,000,000	6 Various	N.Y., P. & Boa.	1868-70	—	Clev., Painesville and Ashtabula:								
Baltimore and Ohio:						1st Mortgage	1,300,000	7	May & Nov.	New York	1893	—		
Maryland Sterling Bds of 1839.	8,000,000	5 Ja. Ap. Ju.Oc.	London	1838	—	Cleveland and Mahoning:								
Mortgage Coupon	1,852,000	6 April & Oct.	Baltimore	1885	98	1st Mortgage	850,000	7	Feb. & Aug.	New York	1878	100		
" "	628,500	6 Jan. & July.	1886	96	2d Mortgage	587,000	8	March & Sept.	New York	1873	93			
" "	1,021,750	6 Ja. Ap. Ju.Oc.	1875	95	3d Mortgage	105,000	7			1876	—			
" "	918,380	6 Ja. Ap. Ju.Oc.	1887	100	Cleveland and Pittsburg:									
1st Mortgage, Buffalo Extension	1,492,000	7 Feb. & Aug.	1883	—	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York	1873	94			
1st Mortgage, Silver Creek	200,000	7 March & Sept.	1890	98	3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	"	1875	90			
Consolidated Bonds	16,332,500	7 Quarterly.	Boston	1870	—	4th Mort. (M. L.) or 3d Extension	1,108,123	7	Jan. & July.	"	1892	72		
Balt. City Loan of 1855						River Line bonds	4,000	7			1887	—		
Bay de Noquet and Marquette:						Dividend bonds	16,725	7						
Income	100,000	8 April & Oct.	Boston	1870	—	Income bonds	3,500	7						
Bellefontaine and Indiana:						Clev., Columbus and Cin.:								
1st Mortgage extended	1,225,000	7 Jan. & July.	New York	1870-79	90	1st Mortgage, Coupon	450,000	7	Jan. & July.	New York	184-90	—		
2d Mortgage	452,000	7 " "	1870	82	Cleveland and Toledo:									
Income bonds	87,000	7	1870	—	Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York	1887	—			
Boliviana Delaware:					Princeton	85	7	June & Dec.	"	1872	—			
1st Mort. (guar. C. and A.)	1,000,000	6 June & Dec.	New York	1867	85	Junction 1st Mortgage 2d Div.	146,000	7	April & Oct.	"	1886	—		
2d Mortgage (do.)	500,000	6 March & Sept.	1885	84	C. & T. Mortgage Bonds	304,000	7	April & Oct.	"	1886	—			
3d Mortgage (do.)	745,000	6 Feb. & Aug.	1877	—	C. and T. (convertible)	6,000	7	March & Sept.	"	1870	—			
Boston Concord and Montreal:					Boston	1865	—	2d Mortgage	2,082,000	7	Jan. & July.	1886	103	
1st Mortgage	61,000	6 Feb. & Aug.	Boston	1865	—	Columbus and Xenia:								
1st Mortgage	300,000	7 " "	New York	1865	—	Mortgage	248,000	—						
2d Mortgage Coupons	100,000	6 Jan. & July.	Boston	1870	93	Connecticut River:								
2d Mortgage Coupons	250,000	7 " "	New York	1870	264	Connecticut and Passump. Rivers:								
Sinking Fund	336,000	6 " "	Boston	1889	93	1st Mortgage	513,900	6	March & Sept.	Boston	1878	96		
Boston and Lowell:					Boston	1873	100	2d Mortgage	161,000	6	June & Dec.	Boston	1876	90
Mortgage	440,000	8 Jan. & July.	1879	94	1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	105			
" "	200,000	8 April & Oct.	1879	94	2d Mortgage	109,500	8	" "	"	1904	—			
Buffalo, New York and Erie:					1st Mortgage	2,589,000	7	Jan. & July.	New York	1867	93			
1st Mortgage coupon	2,000,000	7 June & Dec.	New York	1877	91	2d Mortgage	642,000	7	" "	"	1881	87		
2d Mortgage coupon	280,000	7 May & Nov.	1872	85	3d Mortgage	169,500	7							
Buffalo and State Line:					4th Mortgage	2,100	7							
1st Mortgage	500,000	7 April & Oct.	New York	1866	101	Dayton and Western:								
Income in '59, & in '72).	200,000	7 Jan. & July.	Boston	1870	93	1st Mortgage	289,000	7	March & Sept.	New York	1882	50		
Special Erie and North-East	149,000	7 " "	New York	1866-70	101	2d Mortgage	250,000	7	June & Dec.	"	—	40		
Burlington and Missouri:						Delaware:								
New Land Mortgage	1,180,950	7 April & Oct.	New York	1870	—	1st Mort. guar. by P. W. & B.	506,000	7	Jan. & July.	Philadelphia	1875	90		
Convertible bonds	600,000	7 Jan. & July.	1870	—	Guaranteed	100,000	7	" "	"	1875	—			
Old Road bonds	121,160	7	1870-80	—	State Loan	170,000	7	" "	"	1876	—			
Canadian and Amboy:					Delaware, Lackawanna and W'N:									
English debt (S. F.) £380,550	1,841,862	5 Semi-annual.	London	1880	—	1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York	1871	97		
American Loan	3,335	6 " "	New York	1884	—	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1876	97		
Loan for \$500,000	210,600	6 " "	1887	100	2d Mortgage	1,668,000	7	March & Sept.	"	1881	95			
" "	338,040	6 " "	1870	92	Des Moines Valley:									
" "	675,000	6 " "	1875	90	1st Mortgage coupon	1,740,000	8	April & Oct.	New York	1877	100			
" "	1,700,000	6 " "	1883	92	Income	348,000	7	Jan. & July.	"	1884	80			
" "	867,000	6 May & Nov.	1889	86	2d Mortgage	572,000	7	" "	"	—				
Consolid. Mort. Loan \$5,000,000	4,437,300	6 June & Dec.	1889	94	3d Mortgage	2,500,000	7	Jan. & July.	New York	1875	75			
Camden and Atlantic:					4th Mortgage	1,000,000	8	" "	"	1866	—			
1st Mortgage Coupon	541,775	7 Feb. & Aug.	Philadelphia	1872	90	1st Mortgage (convertible)	750,000	7	Jan. & July.	New York	1875	75		
2d Mortgage	493,000	7 April & Oct.	1879	72	2d Mortgage	1,000,000	8	" "	"	1866	—			
Ozaukee:					3d Mortgage (convertible)	750,000	10	" "	"	1863	—			
1st Mortgage	279,000	7 May & Nov.	Philadelphia	1882	—	4th Mortgage (G. W. R. R.)	500,000	8						
Ozaukee and Susquehanna:						1st Mortgage coupon 1st Div'n	1,740,000	8	April & Oct.	New York	1877	100		
1st Mortgage	300,000	7 Jan. & July.	New York	1865	—	Construction bonds, 2d Div'n	300,000	7	Jan. & July.	New York	1883	79		
Central of New Jersey:						Eastern (Mass.)	666,000	7						
1st Mortgage	900,000	7 Feb. & Aug.	New York	1870	103	2d Mortgage (convertible)	420,000	5	Jan. & July.	London	1872	—		
2d Mortgage	600,000	7 March & Sept.	1875	100	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston	1874	96			
Central Ohio:					1st M. (State) \$75,000 a yr after '64	1,222,500	5	Ja. Ap. Ju.Oc.	"	66-71	—			
1st Mortgage W. Div.	450,000	7 May & Nov.	Zanesville	1890	85	2d Mortgage	425,000	5	"	"	1876	—		
1st Mortgage E. Div.	800,000	7 Feb. & Aug.	Baltimore	1885	101	3d Mortgage (convertible)	750,000	6	"	"	—			
2d Mortgage	800,000	7 March & Sept.	1885	101	4th Mortgage	500,000	8							
3d Mortgage (S. F.)	950,000	7 " "	1885	85	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York	1883	79			
4th Mortgage (S. F.)	1,365,800	7 " "	1875	50	Construction bonds, 2d Div'n	666,000	7							
Income	1,192,200	7 Jan. & July.	1870	—	2d Mortgage (convertible)	420,000	5	Jan. & July.	London	1872	—			
Central Pacific of California:					3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston	1874	96			
1st Mortgage	7,336,000	6 Jan. & July.	New York	1896	112	1st Mort. (S. F.)	1,222,500	7	Jan. & July.	New York	1875	97		
Convertible bonds	1,500,000	7 " "	1863	101	2d Mortgage bonds	1,000,000	8	" "	"	1866	—			
Cheshire:					Income Bonds	14,000	7							
Bonds of '75, '77, '80	673,200	6 Jan. & July.	Boston	1875-80	94	Elmira and Williamsport:								
Chicago, Burlington & Quincy:</td														

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. var., that the bonds fall due at different periods.

Description.	Amount	Interest	Interest.			Description.	Amount	Interest	Interest.			Description.
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) - Free Land, 2d Mortgage.	\$300,000	7			1891		Memphis and Charleston State (Tenn.) Loan	\$1,591,900	6	Jan. & July.	New York.	1892
Galena and Chicago Union:	200,000	8			1891		1st Mortgage	1,254,000	7	May & Nov.	"	1880
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100	Michigan Central:				London.	1872
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	98	1st Mortgage Sterling	467,489	6	Jan. & July.	"	1869
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage Stg (convertible)	600,000	8	March & Sept.	N.Y. & Boston	103
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar	1,777,000	8	"	"	1882
Great Western, Ill.:							1st Mortgage (convert.) Dollar	298,000	8	April & Oct.	"	112
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106	1st Mortgage (S. F.) convertible	4,231,500	8	"	"	112
" Eastern "	45,000	7	Feb. & Aug.	"	1888	102	Mich. Southern and N'n Indiana:					
1st Mortgage whole line	2,500,000	7	"	"	1888		Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861
2d Mortgage " "	2,500,000	7	May & Nov.	"	1893	74	Goshen Air Line	651,000	7	Feb. & Aug.	"	1868
Hannibal and St. Joseph:							Detroit and Toledo	924,000	7	"	"	88
Missouri State Loan (1st lien) - Land Security	3,000,000	6	Jan. & July.	New York.	1873-78	794	1st General Mortgage (S. F.)	4,583,000	7	May & Nov.	"	1865
Convertible Bonds	822,000	7	Jan. & July.	"	1888	97	2d General Mortgage	2,988,000	7	"	"	1877
Harrisburg and Lancaster:							1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90	2d Mortgage	1,500,500	7	April & Oct.	"	1894
Hartford and New Haven:							Real Estate Purchase	135,500				76
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Milwaukee and Prairie du Chien:					
Housatonic:							1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877		Minnesota and Pacific:	1,206,000	7	Jan. & July.		61
Houston and Texas Central:							Real Estate					
State (1st Lien) Loan:	210,000						Mississippi Central:	1,007,363	7	May & Nov.	New York.	
Mortgage	125,000	7					Mississippi Central and Tenn.:					
Hudson River:							State (Tenn.) Loan	529,000	6			
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1869-70	104	Mississippi and Missouri:					
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	102	1st Mortgage (convertible)	1,000,000	7		New York.	
3d Mortgage	1,840,000	7	May & Nov.	"	1875	150	2d Mortgage (S. F.)	400,000	8	"	"	
Convertible	1,002,000	7	"	"	1887	104	1st Land Grant	3,612,000	7			
Illinois Central:							Mississippi and Tennessee:					
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868		Tennessee State Loan	167,800	6	Jan. & July.	New York.	1886
Construction	6,668,500	7	April & Oct.	London.	1875		1st Mortgage	600,000	6	"	"	1876
Construction	2,523,000	6	"	New York.	1875	113	Income Bonds	297,500	10	"	Memphis.	1870
Redemption bonds	2,563,000	6	"	"	1890		Mobile and Ohio:					
Sterling Redemption bonds	358,500	7	"	London.	1875		Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882
Illinois and Southern Iowa:							Sterling (1st mort.) Bonds	4,187,000	6	"	London.	
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882		Income Bonds of 1861	146,200	8	"	Mobile.	1861
Indiana Central:							" 1862-67	626,700	8	"	Mobile.	63-65
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	100	ten years	76,342	8	"	"	
2d Mortgage	264,000	10	"				Mongomery and West Point:					
Indianapolis and Cincinnati:							Mortgage (due 1868 and '69)	30,500	6			63-65
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91	Mortgage	61,500	8			
Ind., Pittsburgh and Cleveland:							Bonds	100,000		Jan. & July.		
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Bonds	299,200		"		
2d Mortgage	347,000	7	"	"			Bonds	639,500		"		
Indianapolis and Madison:							Morris and Essex:					
Mortgage	640,000	7	May & Nov.	New York.	1881	85	1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915
Jeffersonville:							2d Mortgage	1,500,000	7	Feb. & Aug.	"	96
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85	Muscogee:					83
2d Mortgage	392,000	7	April & Oct.	"	1873	70	1st Mortgage	249,000	7			
Joliet and Chicago:							Nashville and Chattanooga:					
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105	Mortgage (State endorsed)	1,500,000				
Joliet and N. Indiana:							Chat. and Olev. Subs. (endorse)	231,000				
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874		Naugatuck:					
Kennebec and Portland:							1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		*New Albany and Salem:					
2d Mortgage	230,000	6	"	Augusta.	1881		1st Mortgage	2,235,000	6			
*Kentucky Centr. (Cov. and Lex.)							1st Mortgage	200,000	6	Jan. & July.	New Haven.	1868
1st Mortgage	160,000	6					Extension	116,000	6	May & Nov.	"	1878
1st Mortgage	200,000	7					New Haven and Northampton:					
2d Mortgage (convertible)	1,006,000	7					1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869
La Crosse, Viroqua & Mineral Pt.:							1st Mortgage (H. & Hamp.)	103,000	6			
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		New Jersey:					
Lehigh Valley:							Company's (various)	855,000	6	Semi-ann'yly.	New York.	var.
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94	New London Northern:					
La Crosse and Milwaukee:							1st Mortgage	60,000	7	Jan. & July.	New London.	1871
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		Extension Bonds	72,800	6	March & Sept.	"	1885
Lackawanna and Bloomsburg:							1st Mortg.	60,000	7	Jan. & July.	New London.	100
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		Construction	1,730,600	8			
Lexington and Frankfort:							Premium (S. F.) Bonds	6,450,439	6	May & Nov.	New York.	1883
Mortgage, due 1866 and '74	79,000	6		Lexington.	1869-74		Debt of former Cos. outstanding	100,000				96
Little Miami:							Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883		Exchanged Stks (S. F.) Bds.	606,000	6	May & Nov.	"	
Long Island:							"	72,000	6	"	"	
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		Real Estate (S. F.) Bonds	77,000	6	"	"	
2d Mortgage	500,000	6	"	"	1870		Real Estate Bonds & Mortgages	156,000	6	"	"	
Extension Bonds	175,000	7	May & Nov.	"	1890		"	139,815	7	var.	"	
Long Dock Co.:							Bonds of Aug. 1859, Convertible	45,560	6	"	"	
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98	Bonds of Oct. 1863, [S. F.]	460,000	7	Feb. & Aug.	"	
Louisville and Frankfort:							"	2,926,000	6	June & Dec.	"	
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		New York and Erie:					
1st Mortgage	145,000	6	"	"	67-78		1st Mortgage	3,000,000	7	May & Nov.	New York.	1867
Louisville and Nashville:							2d Mortgage	4,000,000	7	March & Sept.	"	104
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	1877-77		3d Mortgage	6,000,000	7	"	"	102
Lebanon Branch 1st Mortgage	1,000	7			1866		4th Mortgage	4,441,000	7	April & Oct.	"	102
Memphis Branch 1st Mortgage	281,000	7			70-78		5th Mortgage	926,500	7	June & Dec.	"	90
Bardstown and Louisville	30,000	7			1870		Buffalo Branch	186,400	7	Jan. & July.	"	87
City of Louisville bonds	1,137,000				1876-87		Sterling Bonds	3,875,520			London.	1878
Maine Central:							New York and Harlem:					
Loan \$1,100,000	1,092,900	6			'80-'81		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873
Loan \$400,000	314,100	6			'80-'81		2d Mortgage	4,000,000	7	March & Sept.	"	104
McMinnville and Manchester:					70-71		3d Mortgage	6,000,000	7	"	"	102
State [Tenn.] Mortg.	372,000	6					4th Mortgage	4,441,000	7	April & Oct.	"	
Marietta and Cincinnati:							5th Mortgage	926,500	7	June & Dec.	"	
1st Mortgage Bonds	2,368,325	7	Feb. & Aug.	New York.	1891		6th Mortgage	186,400	7	Jan. & July.	"	
1st Mortgage Sterling	1,000,000	7	"	"	1891		Buffalo Branch	3,875,520			London.	1878
2d Mortgage	300,000	7	May & Nov.	New York.	1888		Sterling Bonds					
Scioto & Hocking Val. R. mort.							New York and Harlem:					
Memphis, Clarkesv. and Louisv.							1st Mortgage	3,000,000	7	May & Nov.	New York.	1873
State [Tenn.] Loan	910,000	6					2d Mortgage	4,000,000	7	Feb. & Aug.	"	104
Memphis and Ohio:							3d Mortgage	6,000,000	7	"	"	102
State [Tenn.] Loan	1,340,000	6					New York and New Haven:					
							Mortgage Bonds Coupon	1,088,500	6	April & Oct.	New York.	1875
							N. York, Providence and Boston:	500,000	6	Feb. & Aug.	New York.	95
							1st Mortgage	500				

AMERICAN RAILROAD BOND LIST.

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

RAILROAD SHARE LIST, including MILEAGE, ROLLING STOCK, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Land-Grant Railroads are in "*Italics*."

Years ending	Railroad.										Equipment.		Abstract of Balance Sheet.										Earnings.		Price of shares.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.	Engines.	No.	Pasenger.	Freight, etc.	Companies.	Property and Assets.	Liabilities.	Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.				
30 Nov. '62	55.0				6	4	74			MAINE.			\$	\$	\$	\$	\$	\$	\$	63.5	76,344	79,761	43,461					
30 Jun. '63	149.0		25.0		41	17	349	Atlantic and St. Lawrence			1,050,000	*		151,833	444,638	205,584	757,381	149.0	878,873	1,116,113	177,873			46				
31 Dec. '63	63.0	9.5	8.0		12	11	120	Portland and Kennebec			7,664,089	*		2,494,900	2,471,580	1,985,870	7,962,330											
31 May. '64	99.7	9.5			18	15	253	Maine Central			3,000,000	*			1,000,000	2,000,000		3,000,000	106.5	274,410	580,316	97,709						
31 May. '64	51.3				12	4	119	Portland, Saco and Portsmouth			4,232,201	*		57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302						
											1,491,207	*		100,000	1,800,000				1,690,904	61.3	161,056	450,222	236,767	6	102			
30 Sep. '64	279.6	7.2			221	100	5,000	Baltimore and Ohio			21,371,451	3,021,758		14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	117				
30 Sep. '64	30.0							Washington Branch			1,650,000	*		1,650,000					2,217,477	39.0		864,481	268,462	10	127			
31 Dec. '64	128.0	4.0	25.0		92	54	3,723	Northern Central			9,622,789	1,382,962		1,789,030	4,518,900	5,424,600	1,913,611	12,644,781	326.0	1,739,704	4,042,125	1,167,973	8	444				
30 Nov. '66	—				18	16	60	Boston, Hartford & Erie			12,510,917	412,896			11,877,000	8,201,350	47,980	20,128,330	94.9	113,400	84,579			124				
30 Nov. '66	26.8	1.8	16.8		26	41	584	Boston and Lowell			2,466,434	183,348		521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	699,992	176,288	8	116				
30 Nov. '66	74.3	8.8	50.4		38	30	744	Boston and Maine			3,082,547	446,557		581,206	4,076,974				5,010,730	163.4	775,454	1,575,826	498,499	10	132			
30 Nov. '66	47.0	7.0	46.0		30	53	230	Boston and Providence			3,152,500	207,400		55,061	3,260,000	15,000			3,917,051	61.8	441,186	1,190,784	384,644	10	139			
30 Nov. '66	44.6	24.0	62.6		26	68	386	Boston and Worcester			4,062,584	437,416		1,259,810	4,500,000			401,519	5,756,510	83.6	729,470	1,914,729	490,201	10	144			
30 Nov. '66	40.0	1.1	2.7		7	17	58	Cape Cod Branch (par 60)			907,760	123,866		91,983	721,926			11,060	1,093,604	47.1	86,510	202,097	65,027	84	694			
30 Nov. '66	50.0	3.4	11.9		14	26	205	Connecticut River			1,747,166	189,816		300,144	1,650,000	250,000			2,237,116	56.4	256,853	617,143	177,322	8	114			
30 Nov. '66	44.1	50.4	33.1		38	82	579	Eastern			4,452,999	506,090		467,611	3,585,200	1,848,400			271,200	5,426,700	94.5	806,000	1,422,268	477,714	8	110		
30 Nov. '66	51.0	42.6	76.1		29	88	472	Fitchburg			3,199,851	350,149		456,729	3,540,000				4,006,728	23.5	274,106	1,107,444	347,247	7	119			
30 Nov. '66	14.0		2.8		3	4	40	Fitchburg and Worcester			234,774	40,222			247,500	2,000			20,492	275,012	14.0	37,740	82,974	16,960	6	---		
30 Nov. '66	12.4		2.3		2	4	20	Lowell and Lawrence			332,883	30,275		7,027	200,000	75,000			8,558	870,185	(Oper. by Boston & Lowell)							
30 Nov. '66	14.5		17.4		11	18	249	Nashua and Lowell			568,919	114,623		600,000				25,800	718,226	41.6	215,781	441,304	90,966	8	145			
30 Nov. '66	20.1	1.2	1.2		4	19	70	New Bedford and Taunton			463,982	46,018		184,000	500,000	184,000			684,000	36.7	72,492	269,107	71,332	9	101			
30 Nov. '66	120.5	10.5	30.5		32	74	551	Old Colony and Newport			6,666,571	354,503			4,845,300	2,141,000			358,060	7,347,300	141.0	669,562	1,383,207	509,700	7	88		
30 Nov. '66	18.6		7.0		1	3		Pittsfield and North Adams			42,430	11,247			450,000					450,000	18.6	58,880	114,107	31,164	6	50		
30 Nov. '66	45.4	1.0	17.5		17	20	579	Providence and Worcester			1,453,596	302,798		121,286	1,750,000				127,690	1,871,650	42.4	298,180	701,147	149,899	8	124		
30 Nov. '66	16.9		1.7		3	4	197	Salem and Lowell			380,284	83,729		7,158	243,305	226,900				471,171	(Oper. by B. & L. Co.)		17,500	1	110			
30 Nov. '66	11.1	0.6	1.2		3	12	76	Taunton Branch			210,278	39,727		35,695	250,000					286,696	11.7	50,279	243,676	62,826	8	106		
30 Nov. '66	6.1		36.5					Troy and Greenfield							923,942	979,308												
30 Nov. '66	9.8	8.0	5.5		11	16	180	Vermont and Massachusetts			2,250,086	207,343		117,802	2,860,000	551,560				3,584,321	77.3	158,121	436,965	140,648	8	57		
30 Nov. '66	166.1	17.3	144.4		55	72	1,380	Western (incl. A. & W. S. etc.)			10,087,212	880,115		5,223,176	6,710,800	5,945,020				17,190,503	161.6	1,060,062	3,932,017	1,406,791	10	142		
30 Nov. '66	45.7		10.6		11	14	229	Worcester & Nashua (par 84)			1,026,000	116,000		124,335	1,141,000				13,196	1,265,824	45.7	178,965	474,362	178,965	10	120		
31 Mar. '67	98.5		5.6		14	10	232	Boston, Concord and Montreal			2,860,000	*		431,345	1,800,000	1,060,000			30,974	3,281,345	93.5		467,714	147,122				
30 Nov. '66	83.6		8.0		21	15	271	Chester			2,688,907	*		247,281	2,086,926	673,200				2,936,189	76.6	422,417	661,617	109,887	24			
31 Mar. '67	34.5				21	22	494	Concord (par 60)			1,500,000	*		171,715	1,500,000				1,671,716	121.4	527,354	101,327	151,863	8	67			
31 Mar. '67	20.9		2.8		2	4	2	Manchester & Lawrence			825,000	175,000		52,327	1,000,000				1,052,327				101,242					
31 Mar. '67	29.2		2.8		2	4	50	Merrimac and Conn. Rivers			688,288	*		596,588	568,000					52.7								
31 Mar. '67	69.2	18.0	12.5		24	15	492	Northern New Hampshire			3,068,400	*		605,862	3,008,400	145,400			140,453	3,674,262	82.2		352,540	681,301	242,997	8	110	
31 Dec. '66	64.2	11.0	8.1					Belvidere Delaware			3,465,709	*		906,647	2,245,000				346,140	3,587,767	77.5		556,742	128,930				
31 Dec. '66	61.2	42.4	74.9		74	95	171	Camden and Amboy			10,099,001	*		4,381,261	7,987,412	10,073,137				18,060,549	124.2			5,007,642	1,447,705	15	126	
31 Dec. '66	60.2							Camden and Atlantic			1,931,434			1,001,983	1,034,776				107,432	2,244,201	60.2		393,975					
31 Dec. '66	74.0	12.0	74.0		65	52	1,071	Central of New Jersey			7,708,080	1,964,600		5,250,728	13,900,000	1,500,000				250,400	15,711,102	102.0		1,234,815	3,581,244	1,617,268	10	121
31 Dec. '66	58.0				45.5	24	472	Morris and Essex			6,973,931	2,181,111		208,699	3,500,000	5,516,550				49,122,686	25,101,121	22,429,072	6,085,864	54,287,874	824,700	4	75	
31 Dec. '66	31.8				58	58	180	New Jersey			3,890,328	827,065		1,580,141	5,000,000	856,000				6,512,449	33.8	638,632	1,770,862	789,015	10	140		
31 Dec. '66	65.0	14.0	10.0		17	17	171																					

RAILROAD SHARE LIST. including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies that the cost is not ascertained. Land-Grant Railroads are in *italics*.

Abstract of Balance Sheet.																			
Years ending	Railroad.		Equipment.		Companies.						Earnings.								
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Cars.	Engines.	Passenger.	Freight, etc.	No.	No.	No.	No.	No.	No.	No.	No.	No.		
PENNSYLVANIA.																			
31 Jan. '66	44.0	—	136.9	13. 11	113	Allegheny Valley	2,350,723	232,046	298,575	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,392		
31 Oct. '66	387.0	6.0	81.0	14.0	150	Atlantic and Great Western	56,357,560	*	83,348	29,564,406	29,9,9,9,00	60,721,124	507.0	2,041,171	4,838,490	1,476,030	16		
31 Oct. '66	66.0	2.5	4.5	21	9	Catawissa	3,634,000	*	—	3,350,000	266,000	—	227,645	67.6	447,052	130,341	13		
31 Oct. '66	74.0	—	6.3	15	12	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	56,408	83,281		
31 Oct. '66	113.0	—	70.0	87	17	Del., Lackawanna and Westn.	9,687,427	2,912,417	11,288,000	3,270,500	717,222	15,376,322	204.5	1,909,776	758,496	714,754	20		
31 Oct. '66	38.0	1.7	6.0	19	8	East Pennsylvania	1,842,051	227,669	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034		
31 Oct. '66	78.0	—	16.0	18	62	Elmira and Williamsport	2,208,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,681	loss.		
31 Oct. '66	18.5	—	6.0	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700		
31 Oct. '66	81.5	2.0	6.2	15	11	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,298	2,622,548	98.6	313,902	618,066	235,158		
31 Oct. '66	38.0	18.0	17.5	—	—	Harrisburg and Lancaster	1,882,560	—	—	1,182,560	700,000	—	1,882,560	—	oper. by Penn.	R.R. Co.	7		
31 Oct. '66	32.0	—	1.4	44	4	Hempfield	1,616,459	41,340	104,900	1,509,565	500,000	100,000	2,409,565	32.0	47,227	66,692	2,972		
31 Oct. '66	44.0	15.7	11.7	6.0	16	Huntingdon and Broad Top	2,188,498	—	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,565		
31 Oct. '66	80.0	2.0	13.5	21	6	Lackawanna and Bloomsburg	3,759,831	—	—	1,385,000	2,401,646	68,880	3,812,146	82.0	84,750	18,878	286,010		
31 Oct. '66	71.0	57.5	130.0	86	19	Lehigh Valley	9,911,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,200,027		
31 Oct. '66	28.3	6.0	8.0	—	—	Little Schuylkill	1,466,283	*	1,588,965	2,606,100	885,000	73,555	3,004,055	(oper. by Reading R.R.)	2	314	—		
31 Oct. '66	138.0	—	64.1	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	—	8	57	—		
31 Oct. '66	56.6	11.9	14.8	23	22	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,255	67.5	348,588	902,213	382,600		
31 Dec. '66	384.8	33.8	166.3	452,240	9,797	Pennsylvania	25,642,634	3,371,215	15,235,686	20,000,000	18,0,8,256	44,251,544	366,700	16,583,883	9,667,520	9	58		
31 Oct. '66	17.0	3.0	19.3	19	42	Phila., German'tn & Norrist'n	1,138,979	288,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274,879	608,348	247,966		
31 Dec. '66	287.5	—	63.3	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,83,700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077		
30 Nov. '66	147.0	—	256.4	267	71	Philadelphia and Reading	19,896,493	8,766,774	2,399,368	22,742,867	6,719,562	—	32,577,548	474.8	4,361,388	10,9,9,210	6,016,531		
31 Oct. '66	26.5	—	30.0	—	—	Philadelphia and Trenton	1,869,284	—	272,223	1,099,120	200,000	—	1,441,607	26.5	195,478	849,446	31,754		
31 Oct. '66	96.0	—	105.8	50	72	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,356	2,470,968	1,067,687		
31 Oct. '66	58.4	—	90.6	14	12	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,191	1,500,000	75,108	3,849,237	70.9	324,068	639,109	245,966		
31 Dec. '66	468.5	153.1	189.1	242	121	Pittsb'g, Ft. Wayne & Chicago	24,264,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,046,118	7,467,217	2,519,581		
31 Oct. '66	28.0	—	5.0	7	—	Shamokin Valley & Pottsville	1,669,450	—	—	869,460	700,000	—	1,569,450	28.0	149,059	348,188	130,592		
31 Oct. '66	26.1	—	4.0	8	13	Westchester & Philadelphia	1,846,387	146,721	10,030	684,038	98,600	113,865	1,760,501	35.4	144,402	287,510	143,650		
31 Oct. '66	36.6	—	4.7	8	3	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	86.6	120,004	284,123	128,812		
RHODE ISLAND																			
31 Aug. '66	62.0	—	4.0	16	18	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	—	62.0	240,600	625,641	169,523	12	
SOUTH CAROLINA.																			
31 Dec. '58	64.9	—	47.4	4	3	Charleston and Savannah	801,615	34,372	250,000	706,386	196,266	197,905	1,099,536	51.9	—	283,268	151,538	6	
31 Dec. '58	109.6	—	13	9	—	Greenville and Columbia	1,719,045	*	—	1,201,000	384,000	—	—	106.6	—	341,190	126,871	—	
23 Feb. '59	102.0	—	—	—	—	North-Eastern	2,011,662	*	—	1,429,008	1,146,000	845,546	—	164.5	—	220,014	96,145	—	
31 Dec. '66	136.0	106.0	—	—	47	84	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	347,491	9,827,75	242.0	—	1,312,758	337,332	—
TEXAS.																			
40 Sep. '60	47.6	—	—	—	—	Central Southern (Tenn.)	1,921,439	58,183	—	606,214	514,000	99,110	1,127,107	47.6	—	29,967	19,187	—	
30 June '66	30.0	—	1.8	17	11	Kast Tennessee and Georgia	3,399,984	*	824,263	657,700	2,175,500	641,853	4,224,247	130.3	10 mos.	41,029	14,029	154,081	
30 June '66	140.0	—	8.0	15	8	East Tennessee and Virginia	5,966,206	844,294	448,922	5,312,725	2,886,990	1,402,814	11,093,591	291.0	406,051	1,274,307	624,142		
30 Jun. '66	271.6	19.4	20.0	52	41	Memphis and Charleston	2,252,267	141,144	—	670,000	1,361,000	—	—	—	—	220,014	96,145	—	
30 Jun. '66	271.6	16.0	20.0	3.9	9	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	30,000	12,000	16,000	
30 Sep. '66	100.0	30.6	55.8	—	—	Mississippi and Tennessee	3,015,107	*	—	825,359	1,069,600	962,059	3,011,107	99.2	—	367,252	173,729	—	
30 Sep. '66	47.4	—	2.3	—	4	46 Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,386	47.4	54,175	88,129	44,606	—		
30 Sep. '66	34.2	—	7.0	—	12	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	34.2	30,065	32,805	18,892	—		
30 Nov. '66	149.7	44.0	7.9	—	17	Nashville and Chattanooga	3,632,882	—	—	2,056,544	1,731,000	—	159.0	—	784,118	337,384	6		
30 Jun. '66	45.8	—	4.2	11.7	5	Nashville and Northwestern	76,016	76,016	—	596,922	860,000	204,544	45.8	57,950	127,963	87,243			
30 Jun. '66	30.0	—	0.6	8.0	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	30.0	—	1,248	—	—		
—	—	—	—	—	—	Texas, (all aided by State).	—	—	—	—	—	—	32.0	—	—	—	—		
—	—	—	—	—	—	Buffalo Bayou, Braz. & Col'r do Galvest.	—	—	—	—	—	—	56.0	—	—	—	—		
—	—	—	—	—	—	Houston and Brazoria	1,260,000	—	—	275,000	240,000	171,560	50.0	31,300	32,670	196,668	—		
1 May '66	60.0	—	1.5	75.0	2	1	40 Houston and Texas Central	4,232,645	*	—	456,000	975,000	369,000	—	70.0	102,200	382,846	196,668	
—	—	—	—	—	—	San Antonio & Mexican Gulf.	—	—	—	—	—	25.0	—	—	—	—	—		
31 May '67	110.3	—	6.6	11	10	Connect. & P'st. & Susquehanna Rivers	8,971,687	*	100,124	1,961,800	573,500	521,102	3,171,811	110.3	171,490	498,706	184,652	—	
31 Aug. '67	119.6	—	16.0	26	25	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	—	
31 Aug. '67	62.5	2.0	4.9	—	9	Rutland and Washington	950,000	256,683	—	1,097,000	1,406,314	1,206,683	62.5	136,761	186,474	67,786	—		
31 May. '67	117.0	2.0	26.0	54	49	Vermont Central	8,402,065	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	
31 May. '67	47.0	18.5	5.3	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	—	ope. by Vt.	90,273	34,358	190,000	8
30 Jun. '67	65.0	—	0.9	4	6	W. New England	1,212,274	*	—	616,164	793,200	—	—	23.6	—	90,273	34,358	190,000	
30 Jun. '67	65.0	5.5	3.6	—	—	We stern Vermont	1,083,500	*	—	332,000	700,000	—	—	—	ope. by W. Troy	4,200	58,852	—	
1 Aug. '67	59.4	13.3	—	—	122.1	VIRGINIA.	1,492,194	42,000	—	1,405,018	36,188	88,131	1,b34,194	—	—	—	—	—	
30 Sep. '67	77.8	8.9	3.8	106.6	9	—	2,942,548	210,680	—	2,969,861	755,500	118,789	—	113.7	708,084	136,302	43,062	—	
30 Sep. '67	72.2	—	4.8	5	2	—	2,006,873	122,156	—	1,500,124	590,810	155,161	—	79.2	47,702	66,708	127,086	1	
30 Sep. '67	103.5	—	—	—	—</td														

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds	Rate.	Paid.	Market Price.		
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---	---		
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---	---		
Baltimore and Ohio, (pref.)	3,000,000	7	7	---	---		
Berkshire (guaranteed)	600,000	7	7	---	---		
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61	61		
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	---	---		
Camden & Atlantic (preferred)	620,800	7	204	---	---		
Catawissa (preferred)	1,150,000	7	30	---	---		
Chemung (guaranteed)	380,000	---	---	---	---		
Cayuga & Susquehanna (guarant.)	345,500	---	---	---	---		
Chesire (preferred)	2,017,825	7	624	---	---		
Chicago & Alton (preferred)	2,425,400	7	122	---	---		
Chicago & Northwestern (pref.)	12,994,720	7	714	---	---		
Cochetoo (preferred)	177,750	8	---	---	---		
Cr. & Passaic Rivers, (pref.)	1,473,800	10	78	---	---		
Cumberland Valley (1st preferred)	241,900	8	8	---	---		
" (2d preferred)	243,000	8	8	---	---		
Detroit & Milwaukee (preferred)	1,500,000	---	---	---	---		
Dubuque & Sioux City (preferred)	1,985,171	7	34	66	66		
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	42	42		
Elmira & Williamport (preferred)	500,000	7	7	42	42		
Erie (preferred)	8,536,910	7	7	784	784		
Hannibal & St. Joseph (preferred)	5,253,860	7	68	68	68		
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---	---		
Housatonic (preferred)	1,180,000	8	104	---	---		
Indianapolis & Madison (pref.)	407,900	8	8	---	---		
Kennebec & Portland (preferred)	372,000	6	---	---	---		
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---	---		
Marietta & Cincinnati (1st pref.)	6,556,125	7	3	21	21		
" " (2d pref.)	4,051,744	7	3	20	20		
Michigan S. & N. Indiana (guar.)	737,700	10	140	---	---		
Mil. & Prairie du Chien (1st pref.)	3,204,200	8	8	77	77		
" " (2d pref.)	841,400	7	7	73	73		
Milwaukee & St. Paul (preferred)	7,270,900	7	66	66	66		
New Haven & Northampton (guar.)	1,010,000	4	---	---	---		
New York & Harlem (preferred)	1,600,000	8	111	---	---		
Niagara Br. & Canadaiqua (guar.)	1,000,000	6	6	---	---		
Paterson & Hudson (guaranteed)	630,000	5	---	---	---		
Paterson & Ramapo (guaranteed)	248,000	5	---	---	---		
Pearl & Bureau Valley (guar.)	1,200,000	6	---	---	---		
Philadelphia & Reading (pref.)	1,551,800	7	7	---	---		
Philadelphia & Trenton (guar.)	1,000,000	10	---	---	---		
Pittsfield & North Adams (guar.)	450,000	6	94	94	94		
Port, Sac & Portsmouth (guar.)	1,500,000	6	6	---	---		
Rutland & Burlington (preferred)	382,700	8	---	---	---		
" " (preferred)	608,176	6	---	---	---		
St. L. & Terre Haute (pref.)	1,700,000	6	7	81	81		
Toledo, Wabash & Western (pref.)	1,000,000	7	7	72	72		
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	7	---	---		
Troy & Greenbush (guaranteed)	708,425	7	---	---	---		
Vermont & Canada, (guaranteed)	274,400	6	6	48	48		
Warren (guaranteed)	1,600,000	8	8	1024	1024		
White Mountains (guaranteed)	1,408,300	7	7	---	---		
Wrightav., Y. & Gettysburg (guar.)	200,000	5	5	---	---		
	317,060	2	2	---	---		

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.		
CANAL AND NAVIGATION STOCKS:	\$	\$	p.c.	\$		
Chesapeake and Delaware	100	1,343,563	---	954		
Chesapeake and Ohio	100	8,223,596	---	---		
Delaware Division	100	1,633,350	59	59		
Delaware and Hudson	100	10,000,000	10	152		
Delaware and Raritan	100	2,284,400	10	---		
Erie of Pennsylvania	50	64,000	---	---		
Illinois and Michigan	---	---	---	---		
Lehigh Navigation	50	6,968,146	10	464		
Monongahela Navigation	50	726,800	3	---		
Morris, (consolidated)	100	1,025,000	10	55		
" (preferred)	100	1,175,000	10	1184		
North Branch	100	---	---	---		
Sault Ste Marie	100	---	---	---		
Schuylkill Navigation (consolid.)	50	1,908,207	20	---		
" (preferred)	50	2,888,988	31	---		
Susquehanna and Tide Water	50	2,048,260	17	---		
Union	---	---	2	---		
Union (preferred)	50	2,787,000	44	---		
West Branch and Susquehanna	100	1,100,000	6	20		
Wyoming Valley	50	750,000	16	45		

New York Stock Exchange.

Actual Sale Prices for the week ending July 31.

	Th 25	F 26	Sat. 27.	M 29	Tu. 30	W. 31
Atlantic M. S. S. Co.	1114	1114	---	---	---	1114
At. & Gt. W. (O) 1st mt.	---	---	---	---	---	---
Buffalo, N. Y. & E. 1M.	---	---	124	---	---	---
California Is.	49	524	534	63	514	524
Canton Co.	49	524	534	63	514	524
Central Am. Transit.	---	---	---	---	---	---
Chicago & Alton	115	---	---	---	---	---
" " pref.	---	118	---	---	---	122
" " 1 M.	1024	1024	1024	1024	1024	1024
" " S. F.	---	---	---	---	---	---
" " Inc. bds	---	---	---	---	---	---
Chicago, Burl. & Q.	150	1494	1494	1494	1494	1494
" " 8 p.c.	---	---	---	---	---	---
Ohio, & Northwestn.	474	49	504	514	504	514
" " pref.	734	734	734	734	734	734
" " 1st M.	---	---	---	---	---	88
" " 2d M.	---	---	---	---	---	---
" " S. F.	---	---	---	---	---	---
" " Consol.	84	---	---	---	---	---
Chicago & Rock Isl.	104	1034	1034	102	103	103
" 1st M. '70.	---	---	---	---	---	---
Olev., Col. and Clin.	914	924	934	944	954	96
Olev. and Pittsburg.	92	92	93	94	95	96
" 2 M.	---	---	---	---	---	---
" 3 M.	---	---	---	---	---	---
" 4 M.	---	---	---	---	---	---
Olev. and Toledo	124	126	126	124	126	126
" S.F. 7 p.c.	---	---	---	---	---	---
Cumberland Coal, pref 38	384	394	384	384	384	384
Del. & Hudson Canal	---	---	126	126	126	126
Del., Lack. & West.	126	126	126	126	126	126
" 1M. 8 p.c. '71-5.	---	---	---	---	---	---
" 2M. 8 p.c. '81	---	---	---	---	---	---
Erie	744	75	764	76	76	77
" pref.	774	784	774	774	774	78
" 1 M. 7 p.c. '67.	---	---	---	---	---	---
" 2 M. 7 p.c. '79.	---	---	---	---	---	---
" 3 M. 7 p.c. '83.	---	---	102	102	102	102
" 4 M. 7 p.c. '80.	---	---	---	---	---	---
" 5 M. 7 p.c. '88.	---	---	---	---	---	---
Hudson River	120	1194	121	122	1204	120
" scrip.	---	---	---	---	---	---
" 1M. 7 p.c. '69.	---	---	---	---	---	---
" 2M. S. F. '83.	---	---	---	---	---	---
" conv. bonds	---	---	---	---	---	---
Illinois Central	1194	119	119	1184	1194	1194
" Can. bd. sc.	---	---	1134	1134	1134	1134
Marietta & Clin. 1st pref.	22	22	22	22	22	22
" 2d	---	---	---	---	---	---
" 1st mort.	834	834	834	834	834	834
Mariposa Mining Co.	10	10	10	10	10	10
Michigan Central	1124	1124	1124	1124	1124	1124
" SF. 8p.c. '82.	---	---	---	---	---	---
" conv. p.c. '69.	---	---	---	---	---	---
M. S. and N. I.	844	854	824	83	814	824
" guard.	---	---	---	---	---	---
" 1M. S. F.	---	---	---	---	---	---
" 2 M.	---	---	---	---	---	---
Mil. and P. du Chien.	---	---	1st pref.	---	---	---
" 2d pref.	---	---	" 2d	---	---	---
" 1st M.	534	54	534	51	514	514
" pref.	684	674	664	654	664	664
" 1st mort.	86	86	86	86	86	86
" 2d mort.	---	---	---	---	---	---
Miss. & Mo.	---	---	---	---	---	---
" L.G. bonds.	---	---	---	---	---	---
Missouri 6s 104	1044	1044	1044	1034	1044	1044
" iss. to H. & St. J. R.	---	---	794	794	794	794
" Pacific	---	---	---	---	---	104
New York Central	1104	110	1094	1094	1084	1084
" Real Estate.	---	---	---	---	---	---
" " 1a.S.F. '76.	---	---	---	---	---	---
" " 1aconv. '76.	---	---	---	---	---	---
" " 6s. S.F. '83.	96	96	96	96	96	96
" " 6s. S.F. '87.	96	96	96	96	96	96
N. York & Harlem	115	116	116	116	116	116
" pref."	---	---	---	---	---	---
" 1M. 7p.c. '73.	---	---	---	---	---	---
" 2M. 7p.c. '84.	---	---	---	---	---	---
" 3M. 7p.c. '67.	---	---	---	---	---	---
North Carolina 6s	594	584	584	584	584	584
" ex-coupon.	594	584	584	584	584	584
" new	594	584	584	584	584	584
Ohio & Miss. cer.	274	274	284	284	284	284
" pref.	274	274	284	284	284	284
Pacific Mail S.S. Co.	148	147	146	1454	1454	1454
" Panama	---	---	257	257	257	257
Phila. & Reading</						

New York Stock Exchange.

Actual Sale Prices for the week ending July 31.
Th. 25. F. 26 Sat. 27. M. 29. Tu. 30. W. 31

FEDERAL STOCKS:-

U. S. 5s, 1871, reg.	—	—	—	—	—
U. S. 5s, 1871, coup.	—	—	—	—	—
U. S. 5s, 1874, reg.	—	—	—	—	—
U. S. 5s, 1874, coup., 108 $\frac{1}{4}$	—	110 $\frac{1}{4}$	—	—	—
U. S. 5s, 1865, coup.	—	—	—	—	—
U. S. 5s, 10-40s, coup., 102 $\frac{1}{4}$	102 $\frac{1}{4}$	102 $\frac{1}{4}$	102 $\frac{1}{4}$	102 $\frac{1}{4}$	—
U. S. 5s, 10-40s, reg.	—	—	—	—	—
U. S. 5s, 1881, reg.	—	110	—	110 $\frac{1}{4}$	—
U. S. 5s, 1881, cou.	—	110 $\frac{1}{4}$	—	110 $\frac{1}{4}$	—
U. S. 5s, 51, O. W. L. Y.	—	—	—	—	—
U. S. 5s, 1881, " 4 $\frac{1}{2}$.	—	—	—	—	—
U. S. 5s, 1867, reg.	—	187	—	—	—
U. S. 5s, 1868, reg.	—	—	—	—	—
U. S. 5s, 1868, coup.	—	—	—	—	—
U. S. 5s, 5-20s, c. 1862. 111 $\frac{1}{4}$	—				
U. S. 5s, 5-20s, c. 1864.	109 $\frac{1}{4}$	109 $\frac{1}{4}$	109 $\frac{1}{4}$	109 $\frac{1}{4}$	—
U. S. 5s, 5-20s, c. 1865. 109 $\frac{1}{4}$	—				
U. S. 5s, " reg.	—	108 $\frac{1}{4}$	—	—	—
7.30 Notes, 1st series. 108	107 $\frac{1}{4}$	107 $\frac{1}{4}$	107 $\frac{1}{4}$	107 $\frac{1}{4}$	—
" " 2d series. 107 $\frac{1}{4}$	107 $\frac{1}{4}$	107 $\frac{1}{4}$	107 $\frac{1}{4}$	107 $\frac{1}{4}$	—
" " 3d series. 107 $\frac{1}{4}$	107 $\frac{1}{4}$	107 $\frac{1}{4}$	107 $\frac{1}{4}$	107 $\frac{1}{4}$	—
American Gold	—	—	—	—	—

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 30.
W. 24 Th. 25 F. 26 Sat. 27 M. 29 Tu. 30

Catawissa	—	—	—	—	—
" preferred	29 $\frac{1}{4}$	29 $\frac{1}{4}$	29 $\frac{1}{4}$	30	—
Camden & Amboy	12 $\frac{1}{4}$	—	12 $\frac{1}{4}$	12 $\frac{1}{4}$	12 $\frac{1}{4}$
" "	68.87	—	—	—	—
" "	68.70	—	—	—	—
" "	68.75	—	—	90	—
" "	68.83	—	92	92	—
" "	68.89	—	—	—	—
" mort. 6s. '88	—	—	—	96 $\frac{1}{4}$	—
Ches. & Del. Canal 6s. '88	—	—	—	—	—
Del. Div. Canal	—	—	—	59	—
Elmira & W'nsport	—	—	—	—	—
" pref.	—	—	—	—	—
" " 7a.	—	—	—	—	—
Lehigh Navigation	—	—	—	46 $\frac{1}{4}$	—
" 6s. '84.	89	—	89	89	—
Lehigh Valley R. R.	59	59	59	59	59
" 6s.	—	—	—	—	—
Little Schuylkill R. R.	—	—	—	—	—
" " 7a.	—	—	—	—	—
Long Island	—	—	—	—	—
" " 6s.	—	—	—	—	—
Minehill	—	—	—	—	—
Morris Canal	55	55	55	55	55
" pref.	—	—	—	—	—
" 6s. '76	—	—	—	—	—
North Pennsylvania	—	—	—	—	—
" " 6s.	—	—	92	92	—
" " 10s.	—	—	—	—	—
Northern Central	—	—	—	44 $\frac{1}{4}$	—
Pennsylvania R. R.	53 $\frac{1}{4}$				
" 1st m.	99	98 $\frac{1}{4}$	98	98	—
" 2d m.	96	96	96	96	96 $\frac{1}{4}$
Penn. State. 5s	—	—	—	—	—
" " 6s. coupon.	—	—	97 $\frac{1}{4}$	—	—
" " 6s. W. L.	—	—	—	—	—
Philadelphia City, 6s. '95 $\frac{1}{4}$	96	—	96 $\frac{1}{4}$	96 $\frac{1}{4}$	96
" new. 150	99 $\frac{1}{4}$	100	99 $\frac{1}{4}$	99 $\frac{1}{4}$	99 $\frac{1}{4}$
" " munc.	—	—	—	—	—
Philad. Germ. & Nor.	—	—	—	—	—
Philad. & Reading	53 $\frac{1}{4}$	54 $\frac{1}{4}$	54 $\frac{1}{4}$	54 $\frac{1}{4}$	53 $\frac{1}{4}$
" " 6s. '86.	—	—	—	—	—
" " 6s. '70.	—	—	—	—	—
Philadelphia & Erie	28	28 $\frac{1}{4}$	—	28 $\frac{1}{4}$	—
" " 6s. '94.	—	—	—	—	—
Philad. & Sunbury	—	—	—	—	—
Schuylkill Navigation	—	—	—	—	—
" pref. 30 $\frac{1}{4}$	—	—	31 $\frac{1}{4}$	—	—
" " 6s. '82. 74	—	—	—	—	—
" " 6s. '76	—	—	—	—	—
" " 6s. '72. 91 $\frac{1}{4}$	—	—	—	—	—
Susq. Canal	—	—	17	—	—
" " 6s. '78.	—	—	—	—	—
Union Canal, pref.	—	—	—	—	—
" " 6s. '83.	—	—	—	—	—
West Br. Canal 6s. '78.	—	—	—	—	—
Wyoming Valley Canal	—	—	—	—	—
" bonds.	—	—	—	—	—
Huntington, (Horse)	—	—	13 $\frac{1}{4}$	—	14
Chestnut & Wal.	—	—	—	—	—
Green & Coates,	—	—	—	—	—
2d and 3d streets,	—	—	—	—	—
Spruce & Pine,	—	—	—	—	29

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 30.

Baltimore City 6s. 1875.	97 $\frac{1}{4}$				
" " 1886.	—	—	—	98 $\frac{1}{4}$	—
" " 1870.	—	—	—	—	—
" " 1890. 98 $\frac{1}{4}$	—	—	98 $\frac{1}{4}$	98 $\frac{1}{4}$	98 $\frac{1}{4}$
Balt. and Ohio	115	116	117	—	—
" b'ds. '62.	—	—	—	—	—
" " 67.	—	—	—	—	—
" " 75.	—	—	—	—	—
" " 80.	—	—	—	—	—
" " 85.	—	—	98	—	—
Northern Central	44	44	44	—	—
" b'ds. 1886. 82	82	83	83 $\frac{1}{4}$	—	—
" " 1900.	—	—	—	—	—
City Passenger R. R.	—	—	—	19	—

Boston Stock Exchange.

Actual Sale Prices for the week ending July 31.
Th. 25. F. 26 Sat. 27. M. 29. Tu. 30. W. 31

Boston and Lowell	—	132	132	132	132
Boston and Providence	—	—	—	—	139
Boston and Worcester	—	144	144	—	—
Cheshire, pref.	—	—	—	62	—
Concord	—	67	—	—	—
Connecticut River	—	—	—	114	—
Eastern, Mass.	—	110	110	110	110
Eastern, N. H.	—	—	—	—	—
Fitchburg	—	118	—	119 $\frac{1}{4}$	—
Manchester & Lawr'ce	—	—	—	—	—
Michigan Central	—	—	—	—	—
Northern, N. H.	—	110 $\frac{1}{4}$	—	—	—
Old Colony & Newport	91	90 $\frac{1}{4}$	90	—	88 $\frac{1}{4}$
Ph., Wil. & Baltimore	54 $\frac{1}{4}$	54 $\frac{1}{4}$	54 $\frac{1}{4}$	54 $\frac{1}{4}$	54 $\frac{1}{4}$
Portl'd, Sac' & Porta.	—	100 $\frac{1}{4}$	—	—	102
Vermont & Canada	—	97	—	97	—
Vermont & Mass.	—	56	—	57	—
Western	—	137	140	141	141 $\frac{1}{4}$
Broadway (Horse)	—	—	—	—	—
Cambridge	—	89 $\frac{1}{4}$	—	—	—
Metropolitan	—	56	—	—	—
Middlesex	—	41	—	42	—
Central Mining Co.	—	—	—	—	—
Copper Falls	—	23 $\frac{1}{4}$	25	24 $\frac{1}{4}$	26
Franklin	—	17 $\frac{1}{4}$	—	19	18 $\frac{1}{4}$
Huron	—	—	—	—	—
Isle Royale	—	—	—	—	—
National	—	—	—	—	—
Minnesota	—	—	—	—	—
Pawabio	—	—	—	34	—
Pittsburg	—	—	—	21 $\frac{1}{4}$	22
Quincy	—	—	—	—	—
Rockland	—	64	—	—	—

London Stock Exchange.

The following were the closing prices for American Securities on the 5th and 12th of July.

	Closing Prices July 5.	Closing Prices July 12.
United States, 5-20s, 6 per cent.	1882. 72 $\frac{1}{4}$ @ 72 $\frac{1}{4}$	73 $\frac{1}{4}$ @ 73 $\frac{1}{4}$
Do. do. 6 do. 1884.	69 @ 71	69 @ 71
Do. do. 6 do. 1885.	70 @ 70 $\frac{1}{4}$	71 $\frac{1}{4}$ @ 72
Do. do. 6 do. 1886.	87 @ 90 $\frac{1}{4}$	87 @ 90 $\frac{1}{4}$
Do. 5 per cent., 1874.	68 @ 70 $\frac{1}{4}$	69 @ 71
Virginia State, 5 per cent.	45 @ 50 $\frac{1}{4}$	45 @ 50 $\frac{1}{4}$
Do. 6 per cent.	32 @ 36 $\frac{1}{4}$	33 @ 36 $\frac{1}{4}$
Atl. & Gt. Western, N. Y. sec. 1st mort., 1880, 7 per cent.	48 @ 52	48 @ 52
Do. 2d mort., 1881.	48 @ 52	48 @ 52
Do. Penn. 1st mort., 1877.	48 @ 52	48 @ 52
Do. 2d mort., 1882.	48 @ 52	48 @ 52
Do. consol'd. mort. bonds, 1890.	24 @ 28 $\frac{1}{4}$	23 @ 24
Erie shares, \$100 (all paid) 8 p. c.	44 @ 44 $\frac{1}{4}$	45 @ 45 $\frac{1}{4}$
Do. convertible bonds, 6 p. c.	66 @ 68	67 @ 69
Do. 3d mort., 1883, 7 p. c.	69 @ 71	68 @ 68
Illinois Central, 6 p. c., 1875.	88 @ 92	88 @ 92
Do. 7 p. c., 1875.	75 @ 80	75 @ 80
Do., \$100 shares (all paid).	79 @ 79 $\frac{1}{4}$	80 @ 81 $\frac{1}{4}$
Marietta & Cin. R. R. bonds, 7 p. c.	66 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do. S. F. 1st mort., 8 p. c., 1882.	67 @ 70	67 @ 70
New York Central 100 shares.	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @ 103	101 @ 103
Penn. R. R. bonds, 2d mort. con. 6 p. c.	89 @ 91	89 @ 91
Do. \$60 shares.	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	79 @ 80	79 @ 80

769 in deposits; and a decrease of \$8,892 in circulation. The Bank Clearings show a decrease of \$11,840,585, and the balances, a decrease of \$343,107.

Government revenues have been comparatively liberal through the week. The excise promise well, also, for the current week, their average yield over a million a day thus far. The excises, last week, yielded about \$4,000,000, against \$3,230,376, the preceding week; customs at the port of New York \$2,576,814, and at the outports, about \$820,000 (in coin) more, making the grand total income for the week equal about \$8,922,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,853,195. The receipts thus far in the new fiscal year, which began on the 1st inst., have been about \$24,000,000.

The gold speculation was buoyant, during the forepart of the week, under the decidedly warlike rumors from Europe. Higher figures were reached than for some time past, and more extensive transactions reported. During the past few days, the advices from the old world have been of a more pacific tenor, and the financial accounts more encouraging. Hence, the speculative as well as the export demand has fallen off, and with more liberal offerings, partly it is said, from the Government hoard, the price has been depressed. The custom inquiry keeps up to about \$400,000 a day. The range of the price during the week, was 189%@140%, and the closing figures on Wednesday 189%. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been \$1,606,975. The customs demand for Gold last week, averaged \$429,385 a day; thus far, this week, it has been equal to \$400,750 a day, or equal to a weekly aggregate of \$2,404,500. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were \$17,926, and from California, none. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been \$68,721,811, against \$78,250,277 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been \$15,955,870, against \$22,605,203 same time last year, showing a decrease this year, of \$6,649,333. The exports of specie from this port, last week, were \$3,491,960. The total outflow of specie from the port, since Jan. 1, 1867, has been \$37,266,051, against \$51,294,597 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$969,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, \$38,671,829, against \$29,498,779 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to June 29, reached \$19,533,389, against \$20,961,963 same time last year, showing a decrease, in 1867, of \$1,429,581.

Foreign exchange has been in very moderate supply, and prime sterling bills have been in request at comparatively firm prices. Bankers' 60 day bills on London closed steadily on Wednesday at 110@110%, and on Paris to 5.13%@5.12%; eight bills on London to 110%@110%; and on

Paris to 5.11%@5.10. The offerings of produce bills have been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,848,536, making the total value of exports since Jan. 1, 1867, \$110,919,727, against \$119,467,423 same time in the preceding year.

Government securities have been less active, during most of the week. The home investment demand has been moderate. The foreign inquiry has been restricted by the variable advices from Europe. Speculative purchases have been checked by the more alluring indications of profit at the Stock Boards, on the railway and miscellaneous share list. Yet, the available supplies of the public funds have been quite moderate. And as money has continued remarkably easy up to the close of the month, prices have been very well maintained, closing rather buoyantly, on a reviving call from investment buyers. U. S. sixes of 1881 closed here on Wednesday at 110%@110%; U. S. Five-twenties of 1862, 111%@111%; U. S. Five-twenties of 1864 at 109%@109%; U. S. Five-twenties of 1865 at 109%@109%; U. S. Five-twenties of 1865, consolidated, 108%@108%; U. S. Five-twenties of 1867, 108%@108%; U. S. Ten-forties at 102%@102%; and U. S. Seven-thirties at 107%@107%. The brokers are buying the compound interest notes at the following rates, and selling at an advance of 1/8@1/4 of 1 per cent. on these figures:

August, 1864....119%	August, 1865....115%
October, 1864....118%	September, 1865....115%
December, 1864....117%	October, 1865....114%
May, 1865.....116%	

Speculation in the railway and miscellaneous share list has been decidedly brisk, since our last, at higher and generally buoyant, though somewhat irregular prices. The unusually cheap monetary accommodation available to operators has helped to foster the speculative demand, especially for all the more substantial properties.

A fairly active market has been reported for produce and merchandise, since our last. In the line of breadstuffs buyers have the advantage. Provisions and petroleum have held their own well. Cotton has been decidedly firmer, and middling grades left off here on Wednesday buoyantly at 27%@29%, chiefly 28@28½ cents per lb. as extremes. The stock of cotton now here is estimated at about 68,500 bales. The receipts at the port this week, have averaged about 1,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 628,000 bales, against exports of 461,891 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,847,000 bales, against 1,996,801 bales same time last year; exports, 1,525,000 bales, against 1,494,807 bales same time last year; estimated stock at latest dates, 140,000 bales, against 288,200 bales same time last year. At the auction sale of Scranton coal on Wednesday, 75,000 tons were disposed of at easier prices, ranging from \$4@\$4.60 per ton of 2,240 lbs., delivered at Elizabethport, N. J. Foreign merchandise, has been held rather more firmly, and has been in better request. The total imports of foreign dry goods, last week, were \$2,180,751, and the total amount marketed \$1,806,998. The value of foreign merchandise imported last week, was \$8,090,101—

making the grand total specie value of last week's imports of dry goods and merchandise, \$5,220,852, and since Jan. 1, 1867, \$146,399,732, against \$177,241,148 same time in the preceding fiscal year. The ocean freight market has been rather more active, but at easier rates, with 547 vessels of all classes in port. For Liverpool we quote flour at 1s. 9d. per bbl.; grain at 3½c. per bushel; cotton at 1s. 4d. per lb.; and heavy goods at 12s. 6d. @20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 17.	July 24.	July 31.
Consols.....	94¾	94½	94½
U. S. 5-20's of 1862....	73	72½	72½
U. S. 5-20's of 1865....	70¾	71	71
Erie.....	46¾	46¾	49
Ill. Central.....	76¾	76¾	77

The New York exports, exclusive of specie, for the week ending July 30, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	\$3,343,670	\$2,848,536
Prev. reported.....	116,123,753	108,071,191
Since January 1.....	\$119,467,423	\$110,919,727

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	\$2,869,310	\$2,130,751
Gen. merchandise.....	2,959,977	3,090,101
Total for the week....	\$5,829,287	\$5,220,852
Previously reported....	171,411,861	141,178,880
Since January 1.....	\$177,241,148	\$146,399,732

The balance in the Sub-Treasury on Wednesday was \$126,315,067.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Virginia 6s, new, 50%; Georgia 7s, 85; Ohio 6s, 1870, 100; N. Y. 7s, Bounty Loan, coupon, 105½; do., 6s, 1873, 100%; Brooklyn 6s, W. L., 93; Jersey City Water Loan, 93; Ohio and Mississippi 1st mort., 87; Morris and Essex 1st mort., 96%; do., 2d mort., 85; Great Western 2d mort., 74%; Chicago, Rock Island and Pacific 7s, 89%; Indianapolis and Cincinnati, 81; New Jersey Central, 121; New York and New Haven, 120; Wilkesbarre Coal, 40%; Spring Mt. Coal, 45; Central Coal, 49; Adams' Exp., 74%; Wells-Fargo, Exp., 67; Am. Exp., 75; U. S. Express, 78; Merchants Union Express, 30 per cent. paid, 15; Boston Water Power Co., 22½; Brunswick City Land, 5¾; Western Union Telegraph, 47½; Mariposa pref., 23; Continental Bank, 105; Central National Bank, 108; Bank of Commerce, 118; Ocean Bank, Ninth National Bank, 106; Phoenix Bank, 106; Park Bank, 142; Bank of North America, 106; Metropolitan Bank, 130; Bank of Commonwealth, 107; Importers' and Traders' Bank, 117½; Fourth National Bank, 108%; Am. Ex. Bank, 118; Bank of New York, 127; Shoe and Leather Bank, 109; American Flag, 1.15; Benton Gold, 0.20; Consol. Gregory Gold, 6.90; Corydon, 1.55; Columbian G. & S., 110; Davidson Copper, 2.05; Gunnell Gold, 3.10; Holman, 0.13; La Crosse Gold, 0.85; Liberty, 0.07; Midas Silver, 1.80; New York Gold, 1.25; New York and Eldorado, 2.40; Nye Gold, 0.07; Quartz Hill Gold, 2.10; Rocky Mt., 1.50; Rutland Marble, 7.00; Smith and Parmalee Gold, 5.00; Sensen-

derfer, 13.15; Walkill Lead, 0.60; New York and Allegheny Oil, 3.50; Central, 1.00; Buchanan Farm, 0.25; Bennehoff Run, 2.85; United States, 3.65.

Philadelphia.—West Jersey R. R. 6s, 86; Allegheny County coupon 5s, 73½; New Jersey 6s, 103½; Morris Canal Boat Loan, 90; Schuylkill Nav. Boat Loan, 76; 10th and 11th streets R. R., 63; 13th and 15th streets, 20½; Lehigh Valley scrip, 35; Pennsylvania 6s, 1st series, 101½; do., 2d series, 102½; do., 3d series, 102½; Maple Shade Oil, 1½; Ocean, 3½; Oil Creek, 0.31; Egbert, ¾; McElheny, ½; McClintock, ¾; New York and Middle Coal, 3½; Fulton Coal, 5; Big Mt., 4½; Keystone Zinc, 1½; Exchange Bank, 71; Mechanics' Bank, 32; Manuf. Bank, 32; Commercial Bank, 57. The latest quotations are: City 6s, 96@96; do., free of tax, 99½ @100; State 5s, reg., 1870, 97@97½; do., coupon, 97@97; do., 6s, W. L., 103½@103½; Reading, 53½@53½; do., 6s, 1870, 96½@98; do., bonds, 90@91; Camden and Amboy, 126@127; do., 6s, 1889, 96½@96½; do., 1888, 91@93; Penn. R. R., 53½@53½; do., 1st mort., 98@99; do., 2d mort., 96@96½; Little Schuylkill R. R., 30@31; Morris Canal, 55@55; do., pref., 113@114; do., bonds, 90@91; Wyoming Valley Canal, 45@50; do., 6s, 85@85; Susquehanna Canal, 17@17½; do., 6s, 84@66; Sch. Nav., 19½@21½; do., pref., 31@31½; do., 6s, 1882, 74½@75½; Union Canal bonds, 21@22; Delaware Div. Canal, 58@59; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@43½; do., 7s, 1873, 91½@93; do., 5s, 62½@62¾; Lehigh Coal and Navigation, 45@45½; do., bonds, 1884, 88½@89; North Pennsylvania, 35@36; do., 6s, 88½@88½; Philadelphia and Erie, 28@28½; do., 6s, 94@94½; Minehill, 57@57½; Catawissa, 10@13; do., pref., 29½@29½; Lehigh Valley, 58½@58½; do., bonds, 93½@94½; Fifth and Sixth streets, (horse,) 40@49; Second and Third, 75@80; West Philadelphia, 71@72; Spruce and Pine, 29@30; Green and Coates, 30@31; Chestnut and Walnut, 45½@45½; Thirteenth and Fifteenth, 20@20½; Girard College, 25@29; Tenth and Eleventh, 62½@63½; Union, 36½@40; Hestonville, 14@14.

Boston.—Boston, Hartford and Erie, 12½; do., 7s, 52½; Ogdensburg 1st mort., 100; Eastern R. R. 6s, 1874@1885, 96; Old Colony and Newport 6s, 1876, 94½; Vermont Central 1st mort. 7s, consolidated, 65; Sandusky, Dayton and Cincinnati 6s, 1900, 75½; Vermont and Massachusetts 6s, 94½; N. Y. and Boston Air Line 6s, 48; Stoughton Branch R. R., 95½; Taunton Branch R. R., 106½; Ogdensburg and Lake Champlain R. R., 62½; do., pref., 102; Indianapolis and Cincinnati, 40½; Boston and Worcester R. R. Rights, 4½; Western R. R. Rights, 10ths, 14½; Nashua and Lowell R. R. Rights, 25½; Boston Water Power Co., 22½; Cary Imp. Co., 8½; Waverly Land Co., 1½; Ophir (N. S.) Gold, 1.70; Rhode Island 6s, 1880, 99; Massachusetts 5s, 1894, gold, 101; do., 6s, 1876, gold, 111½; Maine 6s, 1889, 99; Boston 6s, 101; St. Louis 6s, 1887, municipal, 79½; Chicago 7s, 1892, W. L., 98½; do., sewerage, 99; do., municipal, 98; do., River Imp., 98; Portland 6s, 1877, 95; Salem 10-5s, W. L., 98; do., 1877, 99; Lynn 6s, 1877, 98½; Albany 6s, 1892, 94; Augusta 6s, 1870, 94½; Bath 6s, 1891, 93½; Boston Gas Light, 770; State National Bank, 91½; Eliot National Bank,

108½; Merchants' National Bank, 110; Tremont National Bank, 119; Eagle National Bank, 115; Blackstone National Bank, 126½; Hide and Leather National Bank, 141½; Traders' National Bank, 101½; Maverick National Bank, 109½; Old Boston National Bank, 64; Allouez Mining Co., 7½; Bay State, 3½; Boston, 50c.; Canada, 10c.; Concord, 1¾; Calumet, 15; Dana, 62½c.; Hanover, 76c.; Hancock, 7; Hecla, 20; Humboldt, 1; Native, 1¼; Phoenix, 4; South Side, 50c.; St. Clair, 3½.

Baltimore.—Maryland 6s, 1870, 100½; N. W. Va. 2d mort., 90; do., 3d mort., 88; Marietta and Cincinnati 1st mort., 88½; Central Ohio R. R., 25; do., 1st mort., 85; Virginia 6s, reg., old, 41½; do., 1866, 38½; do., 1867, 86; Balt. and Cuba S. M. Co., 35; Mechanics' Bank, 9½; Union Bank, 59; National Exchange Bank, 97½. The latest quotations are: Balt. and Ohio, 117@117½; do., 6s, 1875, 95½@95½; do., 1880, 95½@96; do., 1885, 98@98; Northern Central, 44½@44½; do., bonds, 1885, 83½@84; N. W. Va., 15@18; do., 1st mort., 1878, 92@93½; do., 2d mort., 90@90½; do., 3d mort., 88@89; do., unguaranteed, 18@18; Marietta and Cincinnati 7s, 1891, 83½@83½; Central Ohio, 25@26½; do., 1st mort., 84@85; Western Md. 6s, 70@72; do., 6s, guar., 92@96; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@102; do., 1890, 100@102½; Baltimore 6s, 1870, 98@98½; do., 1873, 98@98; do., 1875, 97½@97½; do., 1886, 97½@97½; do., 1890, 98½@99; do., coupon, 100@100; do., Park, 97@97½; do., 1892, 94@98; do., 5s, 1838, -70, 81@82; City Passenger R. R., 18½@20; Canton Co., 50@—; Gardner, 0.45@0.70; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 3½@6½; George's Creek, 62½@64; Santa Clara, 3@5; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.25; Atlantic Coal, 0.65@0.73; Mineral Hill, 0.20@0.20; Baltimore Coal, 150@155.

The Moseley Iron Bridge and Roof Co.

We invite the attention of our readers to the advertisement of this company, which appears in our present issue.

General Moseley, the engineer and manager in this company, after many years of study and of practical experience in the art of bridge building, has at last attained a combination of strength with lightness of material in his Wrought Iron Arch Girder Bridge, which, it is claimed, no other form of structure can rival. This bridge has been before the public but a few months, yet as an evidence of its appreciation, we are informed that the company already have under contract some twenty-five of these bridges, including Two Turn-table Bridges for the Newark and New York Railroad; their orders extend from Maine to Texas. We were shown a model of this bridge at their office, weighing 20 lbs., which had been tested with a burden of nearly 4,000 lbs., and which Mr. M. assured us would as readily sustain 6,000 or 8,000 lbs. The company also manufacture iron houses for depots, machine shops, &c. One of the latter, we note, has just been completed for the Houston and Texas Central Railroad, of which the *Telegraph* says, "it is a massive structure, and will surpass any work of the kind in the State, and will be fully equal to any similar building in the Southern States."

A specimen of their iron buildings may be seen

at the foot of Warren street, Jersey City, near the Canal; this building was erected last Spring for Messrs. J. R. Thompson & Co., and is 180 by 80 feet, 18 feet posts.

Their Corrugated Iron covers some of our finest pier sheds on the North River.

Dorchester and Delaware Railroad.

This road, the construction of which has been undertaken by the Philadelphia, Wilmington and Baltimore Railroad Company is about 80 miles in length, extending from Seaford, Del., to Cambridge, Md. We learn that the contract has already been taken by Mr. Geo. A. Parker, of Philadelphia. He proposes to build the road, including sidings, water tanks, wells, turn-table, three station houses, one at Cambridge, one at New Market, and the other at Federalsburg, and complete the whole by the 1st of next June, for \$300,000, which is about \$11,000 per mile; \$250,000 to be paid in money, and the remainder in bonds of the company at par.

New Railroad Chair.

L. M. Woodcock, of Auburn, N. Y., has just patented a railroad chair, which is constructed upon a different principle from others, by being double or a main chair, with an auxiliary chair, wedging in the former, holding the rails with a vice like grasp, preventing their spreading and worming up, and obviating that disagreeable clanking noise made by passing over uneven rails.

If this chair will accomplish all that is claimed for it, we can see nothing to prevent a speed of 40 or 50 miles an hour with safety.

Union (Md.) Railroad.

The contract for the construction of this road has been awarded to John Clark, of Holmesburg, Philadelphia Co., Penn., for \$40,000 per mile, including bridges, iron and track complete. Work was commenced on the 29th ult., at two or three points, the ordinance of the mayor and city council endorsing the bonds requiring the work to be put under contract and commenced on or before the 1st of August.

The Western Maryland Railroad Company has put the grading of the road from Union Bridge to Mechanicstown under contract. There are workmen employed on the various sections between the points above mentioned, and Captain Gitt, civil engineer, is engaged in making a survey of the route west of Mechanicstown. The track will be laid during the present year to Mechanicstown.

The Frederick (Md.) Examiner says that the Frederick and Pennsylvania Line Railroad enterprise has not fallen through; that another effort will be made soon to increase the subscription to its stock, which at present reaches twenty odd thousand dollars.

The contractors of the St. Paul and Chicago Railway have been notified to commence the work on that part of the line between St. Paul and Winona. It is to be completed in one year.

It is stated that the contract for the extension of the Utica and Black River Railroad from Lyon's Falls to Lowville, in Lewis Co., N. Y., has been let, the work to be completed by August 1, 1868.

Railroad Earnings.—Weekly.

The earnings of the Michigan Central Railroad for the 3d week in July, 1867, were... \$62,251 58
Corresponding week of previous year.. 67,806 39

Decrease \$5,554 81

The earnings of the Chicago and Rock Island Railroad for the 3d week in July, 1867, were..... \$73,000 00
Corresponding week of previous year.. 77,309 00

Decrease..... \$4,309 00

The earnings of the Detroit and Milwaukee Railroad for the week ending July 25th, 1867, were..... \$30,520 00
Corresponding week of 1866..... 27,995 00

Increase..... \$2,525 00

The earnings of the Western Union Railroad for the 3d week in July, 1867. \$12,682 70
Corresponding week previous year.... 20,984 46

Decrease..... \$8,301 76

The earnings of the Marietta and Cincinnati Railroad the 2d week in July, 1867.... \$24,210 00
Corresponding week previous year.... 22,577 00

Increase..... \$1,683 00

The earnings of the Virginia and Tennessee Railroad for the third week of July, were \$16,712, an increase of \$5,268 on the same week last year. Total for the fiscal year commencing 1st of July, \$45,837, an increase of \$11,504 on same time in 1866.

What Negligence of Plaintiff Precludes a Recovery.

In the case of *Short vs. Knapp*, lately decided by the Court of Common Pleas of this city, the rule that one injured by the negligence of another must himself be free from negligence is discussed, and its application determined in reference to injuries sustained by insufficient guard on a ferry boat. Though the defendants in this case are not a railroad company, the principles adduced are equally applicable to common carriers of every kind.

The facts in this case will appear from the opinion of the Court which was written by

BRADY, J.—The plaintiff's horses with carriages attached, were led by one of the plaintiffs, who was acting as the driver of the team, on board of the defendants' ferry boat, at the foot of Twenty-third street and the East River. There was no light upon the ferry gate or upon the boat. It was about half past five in the morning, and very dark. The deck of the boat was slippery, although the driver who led the horses as stated did not notice that fact when he so led them on board. There were some persons in the coach, one of whom called to the driver, who went to the door of the coach to see what he wanted. While talking to him the whistle of the boat blew, and the horses started. The driver told them to stop and they did so—they were not frightened. The whistle blew again and the boat moving caused the horses to start again. The driver hurried them to stop them, and did all that he could do, but could not stop them because the deck was slippery, when they started they turned round and went overboard, and one of them was drowned. There was a chain at the end of the boat, which sagged at the centre, and was not more than twelve inches high at that point, which was not sufficiently elevated to stop the horses,

but did stop the carriage. The driver at the time the horses started, was talking to his passengers, having one foot on the step of the carriage and one foot inside, and was apparently guilty of negligence in thus leaving his horses; but he testified that in consequence of the movement made by the horses, and the slippery condition of the deck of the ferry boat, it would have been impossible for him to have stopped the horses, whether he had been at their head or on his box; a fact to which others accustomed to manage horses also testified to and corroborated his evidence on that subject. Several witnesses also testified in reference to the chain, its arrangement sagging in the centre, and its insufficiency for the purpose for which it was intended. The evidence given in behalf of the defendant, made a conflict upon the various elements of the plaintiffs' case; as to the elevation of the chain, the ability of a person to stop the horses if standing at their head, the position of the driver when the horses started, and the condition of the deck. Under the circumstances disclosed, the plaintiffs' right to recover depended on the absence of any negligence on their part which contributed to the injury sustained. The jury were so instructed. If the driver had been upon his box or standing at the head of his horses there could be no doubt about the right of the plaintiffs to recover, inasmuch as the horses were shown to be gentle and reliable, obedient to command, and not inclined to run away, and there was proof establishing the facts that the guards used by the defendants on the boat were not sufficient for the purpose intended that there was no place to tie the horses and no proof that any person was employed on board of the boat, who was charged with care or custody of these or any other horses. Assuming this conclusion to be correct in principle, it follows that if the driver on his box or at the head of his horses could not have arrested them, his absence from both places designated was not *per se* evidence of negligence contributing to the injury suffered. The facts and circumstances were considered and passed upon, and if the jury thought the plaintiffs guilty of negligence, they could not recover. For these reasons the justice did not err in refusing to dismiss the complaint. It does not follow because the plaintiffs may have been guilty of negligence that they cannot recover. The negligence must in some degree contribute to the injury, and unless it does, it cannot affect the right of indemnity. (*Haley vs. Earle*, 50 N.Y., 208.) Although the liability of a common carrier of animals is not in all respects the same as that of a carrier of inanimate property, and although he is not an insurer against injuries arising from the nature and propensities of animals, yet if diligence and care can prevent them he is bound to the exercise of such diligence and care. (*Clark vs. The Rochester and Syracuse R. R. Co.*, 14 N.Y., [4 Kern.] 570.) It is the duty of ferry companies to have all suitable and requisite accommodations for the entering upon the safe transportation while on board, and the departure from the boat of all horses and vehicles passing over such ferry. They are also required "to be provided with all proper and suitable guards and barriers on the boat for security of the property thus carried, and to prevent damage from such casualties as it would naturally be exposed to

though there was ordinary care on the part of the traveller." (Per *Dewey, J.*, in *White vs. The Win-nissimmet Co.*, 7 Cush., 157.) Accepting this statement of the duties devolving upon ferry companies as a concise and ample exposition of them in reference to the subject under consideration, and more particularly since the case from which it is extracted was cited by the defendants' counsel, it is established by the verdict of the jury that the defendants' boat had not suitable guards and barriers to prevent damages from such casualties as the plaintiffs' property would naturally be exposed to. It is true that the plaintiff did not recover in the case just referred to, but it was for the reason that he had contributed to his injuries by his own negligence. The opposite finding on conflicting evidence sustains the judgment in this case, the jury having been instructed by the justice not only in relation to the plaintiff's negligence, but also that the defendants were not liable unless the damages sustained by the plaintiffs were occasioned by the defendants' negligence; upon an examination of the case in reference to the propriety of the verdict we cannot say that was not just. It appears clearly that the plaintiffs' horses were frightened by the act of the defendants servant who blew the whistle, and that defendants were therefore, in fact, the original impelling cause of the accident; whether the use of the whistle did not impose additional caution on behalf of the defendants, is a question upon which we are not called upon to express an opinion; but if such use of it is necessary in conducting the business of the ferry in the navigation of its boats, it would seem from the events which this case has proven, to call upon the defendants to employ ampler means for the security of passengers and animals than those adopted. We cannot interfere with this judgment. The evidence admitted under the defendants' objection bore directly upon the question of negligence, and was pertinent and proper, and the jury properly instructed upon the legal rules by which their deliberations were to be governed. The judgment should be affirmed.

DALY, F. J.—I agree with Judge Brady that this judgment should be affirmed. It was a question of fact, under the evidence, whether the driver did or did not enter and seat himself in the coach. Even if he had done so it is doubtful whether that act contributed to or co-operated in producing the accident, as several experienced witnesses testified that if he had been on the box or at the horses' head, it would have been impossible for him to have prevented it. The judge therefore, could not under this evidence instruct the jury that such an act constituted in law, an act which contributed to the injury.

Kent County Md. Railroad.

We learn that it is the intention of the directors to place this road under contract very soon, and that another instalment of the stock has been called for, payable on the 15th of August. The following route for the road has been adopted: Townsend to Massey's Cross roads—thence by Kennedyville to Duyer's—thence to Chestertown, and from thence to a point at Sparks' near Belvoir, and they have appointed a committee who shall employ a competent engineer to examine the different points on the bay shore and report fully to the next meeting of the board.

English Railway Law.

In the matter of the San Francisco, Bahia and Pernambuco Railway Company, heard in banco in the Queen's Bench, London, the question raised was one of great importance as to the liabilities of companies in cases of forged transfers of shares, to replace the rightful owners upon their registers. The case, as reported in the London *Railway News*, arose in this way: There was a Prussian lady who had been employed in England some years as a governess, and at the time in question was engaged in that capacity in the family of the Earl of Antrim. In March, last year, she went abroad, and before going deposited certain securities, representing her whole property, with one Oldham, a broker in London, with authority to receive dividends thereon. These securities consisted chiefly of shares in the San Francisco, Bahia and Pernambuco Railway Company. No sooner had she gone abroad than Oldham sold her securities, including the shares in question, and forged transfers of them in her name. The forged transfers were of course presented to the company for registry, and they, in accordance with their usual practice, sent a letter to her, informing her of the supposed transfer; but as she had left the country, and had also left instructions to send letters to her broker, it is needless to say that she never got the letter, and she swore that she never had notice of the matter until September, when she was at Dresden. She at once returned to England, and communicated with the company, who, however, held her responsible for the fraud of her agent, and refused to reinstate her. In the meantime the shares had been resold. She then commenced an action against them; and they applied to this Court to settle the register under the 35th section of the Joint Stock Companies act of 1862, which enacts that if the name of any person shall without sufficient cause be entered or omitted on the register of any company, the person aggrieved, or the company, may by motion in one of the superior Courts apply for an order to settle the register, and the Court, if satisfied of the justice of the case, may order the register to be rectified. In support of the application, the company stated that they had sent the lady notice of the transfer, and she, on the other hand, denied that she had received it, and swore that the transfers were forgeries. There was a precisely similar case as regarded another company. After discussion, the Lord Chief Justice said the question ought to be decided as a special case which could be carried to a court of error. Upon the present application there could be no doubt that the lady was entitled to have her name replaced on the register as the real owner of the shares, leaving the question as between the company and the purchasers to be determined on another proceeding. All that they held was that the lady was entitled to have her name replaced upon the register as the real owner of these shares.

[¶] The Harrisonburg (Va.) *Register* says that there is no doubt of the speedy completion of the Manassas Gap Railroad to Harrisonburg. The iron necessary for the track has been procured, and money sufficient for the purpose is at the command of the directors. It is expected that it will be commenced at once, and pushed forward with energy.

New Orleans and Ohio Railroad.

A New Orleans journal says that a contract has been concluded by this company with experienced and highly respectable parties, of ample means, for the construction of a railroad from the town of Mayfield, Graves County, Ky., direct to Jackson, Tenn. The new association are to build the road from Mayfield to Jackson, equip and have the same running within two years from this date, and finish the New Orleans and Ohio Railroad to the river from the present depot; and in consideration of doing all as above stated, the new association are to have the right to run their trains over that part of the road from Paducah to Mayfield for twenty years. The distance from Paducah to Jackson is 105 miles. At Jackson the connection is made with the Central road of Mississippi, and passengers and freight will pass between New Orleans and Paducah without change of cars. It will be a direct route, and in connection with the contemplated railroad from Vincennes to Paducah this route will be the grand trunk line between the Northwestern and Western States and the city of New Orleans. It will be the shortest route to Chicago or Cincinnati and to the East.

Bridge over the Ohio at Louisville.

The Louisville *Democrat* says that the contractors have about forty men employed in getting ready for the heavy mason work on the abutments of the bridge. The beds of two of the piers have been excavated, one or two derricks put up and a railroad track for the handling of rock has been laid. A steamboat load of derricks and machinery of all kinds has been brought round from Johnsonville, on the Tennessee, where the present contractors have been building a bridge. We understand that the work is to be pushed forward energetically towards completion. The track from the Nashville road is being laid down to the river, for the purpose of bringing the stone for the abutments, piers, &c. It is already quarried and awaiting shipment, at a point on the Lebanon branch of the Louisville and Nashville railroad.

Monongahela Valley Railroad.

A meeting of the friends of this proposed road was held in Pittsburg on the 27th ult. A resolution was adopted authorizing the appointment of a corps of engineers to survey the Saw Mill Valley route, and the work will be commenced immediately. A resolution was also adopted providing for the holding of a general meeting of the friends of the enterprise at Library, Allegheny county, on the 10th inst. The interest manifested in this enterprise by persons residing along the line of the proposed routes is most encouraging, and those who are taking a lead in the matter express themselves as confident of bringing the movement to a successful conclusion.

[¶] The report of a survey a railroad between Nashville and Knoxville has just been published in detail. The projected line is 190 miles long, and runs on a natural route along the Western slope of the Cumberland Mountains. The estimate of the total cost of construction is \$6,240,844, which is \$36,744 per mile. The deepest grade is 90 feet.

[¶] Trains have commenced running regularly over the Lehigh and Susquehanna Railroad between Mauch Chunk and Providence.

Railways in Buenos Ayres.

A survey by the government engineers has just been concluded of the route of a railway from Cordoba to Salta, a distance of seven hundred miles. It is for the same company (English) which has one hundred and thirty miles of a railway from Rosario toward Cordoba. The report represents the proposed line as nearly level, requiring no heavy work of any kind. It penetrates deposits of pure salt in exhaustless quantities, and affords an outlet for copper mines that rival in richness those of Lake Superior. It is the intention of this company to extend their road as rapidly as possible. They have the most liberal concessions from government, including free admission of all materials, freedom from taxes, and a strip of six miles in width of land the whole route. William Wheelwright, Esq., a native of Newburyport, Massachusetts, has just been appointed United States consul at Rosario.

Iowa Central Railroad.

The Vinton (Iowa) *Eagle* says that work is being pushed with great energy on the lower division of this road, running from Oskaloosa to the State line, 61 miles. It is all under contract and all being worked; 25 miles of the grading now being completed, and the whole 61 miles will be finished by September 1st. The engineer corps has completed the survey in Poweshiek county, and are now making estimates of the different lines run, and as soon as these are completed the road will be located through Benton county, thus completing the location of the whole line from Cedar Falls to the State line, 151 miles. Near one-third of the line is now graded, and the remainder will be put under contract as fast as money can be furnished. About 100 miles will be completed by fall, leaving the balance to be completed the coming year. The grading through Black Hawk will receive the finishing touches after harvest.

Kansas Pacific Railroad.

The Atchison *Champion* says that the long-voiced question of the central branch of the Union Pacific road is at last settled, at least so far as the first hundred miles is concerned, and settled, too, as it ought to be. The road will follow the original line selected by the chief of engineers four years ago, and will cross the Big Blue river at Ewing, thence follow a nearly due west course up the valley of Game Fork to the summit, between the Big Blue and Republican rivers, to the hundred mile post, which falls within a beautiful section of land granted to the road by act of Congress.

[¶] The Indianapolis *Journal* says that Col. S. C. Wilson has succeeded in letting the contract for the completion of the Indianapolis, Crawfordsville and Danville Railroad to the latter city in Illinois. The contract is let to wealthy and responsible railroad men of the East, and a survey of the route will be made in a few weeks, and work will commence in August or September.

[¶] It is proposed to construct a railroad from Natchez, Miss., to some point on the N. O. and Jackson Railroad. A convention is to be held at Natchez on the 20th inst. to determine the exact route. If built directly east, the distance would be about fifty miles.

Lake Ontario Shore Railroad.

The Board of Trade of Oswego some weeks ago appointed a committee to examine the subject of a Lake Shore Road between Oswego and Niagara river, and to report to the board the result of such investigation. As a connecting link in the communication between the great west and the cities of New York, Boston and Portland upon the Atlantic seaboard, this question has become one much importance. The project heretofore has encountered an objection in the lack of suitable railroad connection from Oswego eastward to tide-water. This is now removed. By a contract recently perfected between the Oswego and Syracuse, the Syracuse and Binghamton, and the New York and Erie roads, the former is to make its gauge, by a third rail, the same as the other two; and the New York and Erie is to transport through freight from Binghamton to New York on terms which have been satisfactorily arranged. The work under this contract is now in active progress. On the 15th July a report was presented by a committee of the board of trade, expressing confidence that the proposed line will form part of a route from Detroit to New York city, for both freight and travel, at least equal to any other, and so far as all Northern New York and New England are concerned, a route with which no other can successfully compete. The committee, therefore, recommend that a company should be organized at once for the prosecution of the work. No effort should be spared to promote better facilities for a communication between New York and the great west.—*Journal of Commerce.*

A Railway Novelty.

A Russian engineer exhibits at the Paris Exposition a railway invention which attracts considerable curiosity. The object is to save the power gained in a descent, now lost in the friction of the brakes, with wear and tear, and use it in an ascent. To do this the engineer has attached to the locomotive two very heavy fly wheels. Going down hill they act as a brake, and the force they gather will carry the train up an equal rise, less the friction. Here a model train loaded with water runs down a sharp incline, the water runs off, and the force of the fly-wheel carries the train back to the place of starting. In this way a short railway, taking coal down an incline, from the pit-mouth for example, could be worked without any power but that gained by each descent of the train.

Interest and Dividends.

The New York Central R. R. Co. have declared a semi-annual dividend of three per cent., payable, free from tax, on the 20th inst., at the Albany City Bank, and at the office of Duncan, Sherman & Co., N. Y.

The Northern Central Railway Co. have declared a quarterly dividend of two per cent., clear of National and State taxes, payable on the 22d inst., at Philadelphia and Baltimore.

The Morris Canal and Banking Co. has declared a dividend of five per cent. on its preferred stock, payable in Philadelphia and Jersey City, on the 6th inst.

The survey of the Cedar Rapids and Burlington Railroad is nearly completed from the latter city to Wapello, in Louisa County. The *Hawk Eye* states that the route will be at once located and the contract let.

The railroad bridge of the Nashville and Northwestern Railroad Co., at Johnsonville, across the Tennessee River, is finished, and only five miles of the track laying is now required to complete the road.

New York and Flushing Railroad.

This road having recently passed into the hands of Mr. Oliver Charlick, it is said that several much-needed improvements are about to be made. Much of the rolling stock has already been renewed, and several of the locomotives are to be replaced by machines of greater power and speed; the entire track, from Hunter's Point to the terminus of the road at Flushing, is to be relaid, and the trestle work along the route to be rebuilt. Beside the present trestle work, 1,000 feet additional are to be constructed. Included in the purchase is about 1,200 feet of water front on Newtown Creek, about 500 feet of water front on the East River, and about thirty acres of the Calvary Cemetery property.

It is stated that a number of gentlemen representing the wealth and influence of Westchester County, having obtained a charter from the last Legislature of this State, are about to construct a railroad from Harlem River to Byram River at Portchester. Preparations of an active character are now being made to carry out the plan. A route has already been surveyed, and it is expected that operations will be commenced on the road at an early day.

The force along the line of the Port Huron and Lake Michigan Railroad is being largely increased, and the grading is to be pushed forward with the greatest despatch possible, and it is now the design to have the cars run to Lapeer and probably to Flint before January next. Mr. John Palmer, the chief engineer, has charge of the work.

CIVIL AND MINING ENGINEERING at the RENSSELAER POLYTECHNIC INSTITUTE, Troy, N. Y. Instruction very thorough. Graduates obtain most desirable positions. Reopens Sept. 11th. For the ANNUAL REGISTER, containing full information, apply to 731 Prof. CHARLES DROWNE, Director, Troy, N. Y.

NEW YORK, July 25, 1867.
STOCKHOLDERS IN THE ERIE RAILWAY COMPANY who favor such a change in the administration as may secure to the owners of the property some regular income out of its very large present and prospective earnings, are requested to send their proxies to any one of the undersigned.

WORK, DAVIS & BARTON,
D. P. MORGAN,
3rd
AUGUSTUS SCHELL.

THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE,

ALBANY, July 25, 1867.

TWENTY-EIGHTH SEMI-ANNUAL DIVIDEND. —The Directors of this Company have declared a semi-annual dividend of three per cent. on the capital stock thereof, free of the United States income tax, payable on the 20th day of August next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of July inst., and be reopened on the morning of Friday, the 23d day of August next.

E. D. WORCESTER, Treasurer.

FOR SALE.

3 PASSENGER CARS—4 ½ or 4-10 Gauge—Rebuilt at Buffalo—first-class finish—Patent Trucks—will seat 50 @ 55 Passengers.

To be had separately or together at a Bargain.

KASSON & CO.,

62 Broadway,

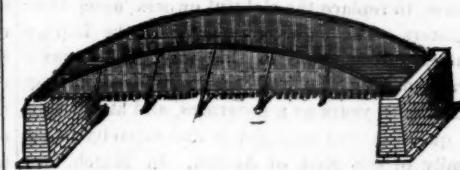
26th

New York.

ASTONISHING!

PAINTS for Cars, Bridges, Roofs and Houses, at ONE-THIRD the cost of lead; 100 lbs. will paint as much as 250 lbs. of lead, and wear better. Extract from a testimonial received from the U. S. Mint, "have used the PECORA CO.'S BROWN PAINT where it is subject to the fumes of ACID and STEAM, and find it SUPERIOR to all others in protecting wood and metal." For joints it is superior to red lead. The floors and joints of bridges should all be painted with it as they are laid.

PECORA PAINT CO.,
150 N. 4th St., Philadelphia.

THE MOSELEY**IRON BRIDGE AND ROOF CO.,**

Are prepared to Execute Orders for the **MOSELEY WROUGHT IRON ARCH GIRDER BRIDGE**, which is the most perfect combination of Strength and Lightness of Material and for Simplicity, Durability and Cheapness is unequalled by any bridge in use and is applicable for RAILROAD as well as HIGHWAY uses of any desired span.

Also for **IRON BUILDINGS** for RAILROAD DEPOTS, MACHINE SHOPS, FACTORIES, &c.

CORRUGATED IRON for Roofs, Siding, Partitions, Fences, Floors, Window-Shutters, Doors, &c.

Models of the Bridge and other work, with references, to be seen at the office

116 William St., N. Y.

HAMILTON SQUARE RUBBER WORKS.

C. V. MEAD,

with an experience of Twenty Years, gives his entire attention to the manufacturing of

INDIA RUBBER CAR SPRINGS, &c.,

ORDERS PROMPTLY FILLED.

Spring warranted to contain a larger per centage of Pure Rubber than any in the market.

GIVE THEM A TRIAL.

Send for one or more sets of any size, if not satisfied as to price or quality, return at our expense.

P. O. Address, TRENTON, N. J.

MEAD & MANNING,

June 8th, 1867.

PLASTIC SLATE ROOFING JOINT STOCK COMPANY.

OFFICE 157 (Room 19) BROADWAY,

NEW YORK.

W. C. POTTER, Vice Pres't.
J. M. ALLEN, Sec. and Treas. LICENSES GRANTED.

PLASTIC SLATE FOR**Roofing & Other Purposes.**

The process of reconstructing Slate Stone from a disintegrated state was

PATENTED FEBRUARY 21st, 1865.

It is a combination of

Pulverized Slate and Viscous Matter,

(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

As a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

Perfectly Fire-Proof,

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

MEAD RUBBER COMPANY, 12 Vesey Street, New York.

MANUFACTURERS OF

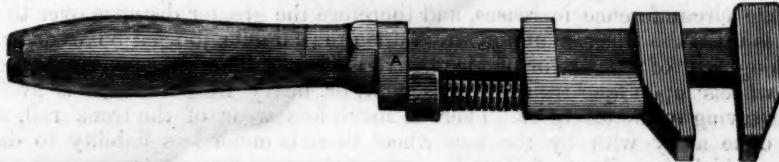
INDIA RUBBER CAR SPRINGS AND STEAM PACKING.

Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

Sample sets forwarded on application. All Springs fully warranted.

COLLINS & CO.'S NEW PATENT SCREW WRENCH.

THE STRONGEST AND MOST DURABLE WRENCH IN MARKET.



All Consumers have noticed that their wrenches first fail by reason of the forcing back of the handle, and by the springing of the bar. Our improvement remedies both these defects, the bars being finished wider than any other wrench in market, and the handle cannot be displaced, as all strain on it is prevented by the screw thimble, D, (see cut.) Already adopted as the best by the principal railroads and machine shops, and for sale by Hardware dealers generally. Address

COLLINS & CO., 212 Water Street, New York.

Star Metal Company,

SOLE MANUFACTURERS

OF THE

"STAR METAL" Railway Journal Bearing.

OFFICE.

55 Liberty Street,
NEW YORK.

FOUNDRIES,

Plymouth St., Brooklyn,
31 South Canal St., Chicago,
Point St. Charles, Montreal.

FOR SALE 3 LOCOMOTIVES, 4-8-12 GAUGE.

All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x22, Link Motion, 4-8-6 in. Drivers connected, Copper Flues, weight about 24 tons; 8 wheeled Tender, 1,800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well sprung and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-8-6 in. Drivers connected, Copper Flues, weight about 23 tons; 8 wheeled Tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-8-6 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and sprung up. All in the working condition.

These Engines will be sold VERY CHEAP to close transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

KASSON & CO.,
62 Broadway, New York

JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

JAMES CLAYTON,
3m26 102 Front Street, Brooklyn, N. Y.

NEW JERSEY NATIONAL METAL CO.,



For all kinds of Machinery, Journal Boxes where the use of Anti-Friction Metal for Bearings is desired.

Important to Railroad Companies, Steamboat and Steamship Proprietors, Engineers, Mill-Men, Machinists and all persons putting up new works.

The merits of this National Metal have achieved for it such success that during the past year the proprietors have enlarged their facilities for its manufacture. They are now able to supply all demands, and would command it to the attention of the public with confidence, that one trial will convince the most skeptical of its worth.

Prices set at a low figure.

No. 1 Journal Box, cast in shape, 30, 35 and 40 cts. per pound.

Lining Metals—No. 1, 30 cents per pound. No. 2, 25 cts.; No. 3, 20 cts.

New Jersey National Metal Works,

J. R. BAKER & CO.,
179 Pavonia Avenue, Jersey City, N. J.
J. TAYLOR, Superintendent.

C. B. CROSMANNE,
40 Cortlandt street, N. Y., SUPPLY HOUSE

OFFICE OF THE ILLINOIS CENTRAL R. R. CO.,
NEW YORK, June 21, 1867.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was
Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st of August next to the holders of the full paid shares registered on the 20th of July inst., and that the transfer books be closed on the said 20th day of July, and opened on the 5th day of August.

626 THOMAS R. WALKER, Treasurer.

RICHARD B. OSBORNE, CIVIL ENGINEER,

No. 219 South 4th St., Philadelphia,

Where Plans and Estimates of Work will be promptly attended to.

Barometrical reconnaissance for Railway lines, Location and Construction of Railroads, and all duties required on Public Works in any State of the Union performed with fidelity.

THE UNION PACIFIC RAILROAD CO.

Are now constructing a Railroad from
OMAHA, NEBRASKA,
westward towards the Pacific Ocean, making with its connections an unbroken line

ACROSS THE CONTINENT.

The Company now offer a limited amount of their

FIRST MORTGAGE BONDS

having thirty years to run, and bearing annual interest payable on the first day of January and July, in the City of New York, at the rate of

SIX PER CENT. IN GOLD,

Ninety Cents on the Dollar.

This road was completed from Omaha 305 miles west on the 1st of January, 1867, and is fully equipped, and trains are regularly running over it. The Company has now on hand sufficient iron, ties, etc., to finish the remaining portion to the eastern base of the Rocky Mountains, 215 miles, which is under contract to be done September 1st of this year, and it is expected that the entire road will be in running order from Omaha to its western connection with the Central Pacific, now being rapidly built eastward from Sacramento, Cal., during 1870.

Means of the Company.

Estimating the distance to be built by the Union Pacific to be 1,655 miles, the United States Government issues it Six per cent. Thirty-year Bonds to the Company as the road is finished at the average rate of about \$36,250 per mile amounting to \$44,200,000.

The Company is also permitted to issue its own First Mortgage Bonds to an equal amount, and at the same time, which by SPECIAL ACT OF CONGRESS ARE MADE A FIRST MORTGAGE ON THE ENTIRE LINE, the bonds of the United States being subordinate to them.

The Government makes a donation of 12,800 acres of land to the mile, amounting to 20,000,000 acres, estimated to be worth \$30,000,000, making the total resources, exclusive of his capital, \$118,416,000; but the full value of the lands cannot now be realized.

The authorized Capital Stock of the Company is one hundred million dollars, of which five millions have already been paid in, and of which it is not supposed that more than twenty-five millions at most will be required.

The cost of the road is estimated by competent engineers to be about one hundred million dollars, exclusive of equipment.

Prospects for Business.

The railroad connection between Omaha and the East is now complete, and the earnings of the Union Pacific on the sections already finished for the month of May were \$261,782. These sectional earnings as the road progresses will much more than pay the interest on the Company's bonds, and the through business over the only line of railroad between the Atlantic and Pacific must be immense.

Value and Security of the Bonds.

The Company respectfully submit, that the above statement of facts fully demonstrates the security of their Bonds, and as additional proof they would suggest that the Bonds now offered are less than ten million dollars on 517 miles of road, on which over twenty million dollars have already been expended;—on 239 miles of this road the cars are now running, and the remaining 187 miles are nearly completed.

At the present rate of premium on gold these bonds pay an annual interest on the present cost of

Nine Per Cent.,

and it is believed that on the completion of the road, like the Government Bonds, they will go above par. The Company intend to sell but a limited amount at the present low rate and retain the right to advance the price at their option.

Subscriptions will be received in New York by the

CONTINENTAL NATIONAL BANK, No. 7 Nassau St., CLARK, DODGE & CO., BANKERS, 51 Wall St., JOHN J. CISCO & SON, BANKERS, No. 23 Wall St., and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 Nassau Street, New York, on application. Subscribers will select their own Agents in whom they have confidence, who alone will be responsible to them for the safe delivery of the bonds.

JOHN J. CISCO, Treasurer,
NEW YORK.

THE ELNATHAN SAMPSON

NEW AND IMPROVED

RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

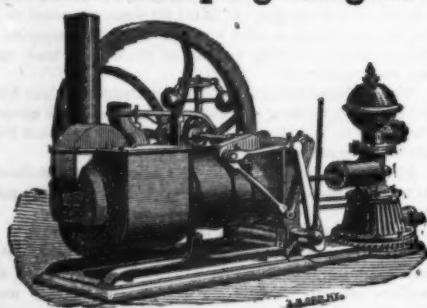
This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

ERICSSON Caloric Pumping Engines.



FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendents in the highest terms.

JAMES A. ROBINSON,
164 Duane St., cor. Hudson, New York.

JOHN WILEY & SON,
No. 535 Broadway, New York.
IMPORTERS AND PUBLISHERS OF
SCIENTIFIC WORKS, including Works on
SHIP BUILDING, BRIDGES,
LOCOMOTIVES, MACHINERY, &c.
ENGLISH, FRENCH AND GERMAN BOOKS,
and PERIODICALS Imported to Order.
ORDERS FORWARDED WEEKLY BY STEAMERS.
*** A new Scientific Catalogue ready and forwarded gratis.

SHIP FELT, CARPET FELT, BOILER FELT.
THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery, and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 128 Pearl St.

NOTICE TO THE CONSUMERS OF THE GENUINE SWEDISH DANNEBORG IRON. (L)

I beg to announce that I have this day entered into a Contract with Messrs. W. JESSOP & SONS, of Sheffield, for the whole Annual Make of the above Iron, which, in future, will be stamped

(L) LEUFSTA W. JESSOP & SONS.

And to which I request the special attention of the Trade. Leufsta, in Sweden, 20th April, 1867.

CARL EMANUEL DE GEER, Proprietor.

WM. JESSOP & SONS, in referring to the above notice, beg to inform dealers in, and consumers of, Iron and Steel, that they are prepared to receive orders for this IRON, and for BLISTER and EXTRA CAST STEEL, made from the Iron, at their Establishments, Nos. 91 and 93 JOHN ST., NEW YORK, and Nos. 133 and 135 FEDERAL ST., BOSTON.

"Sprague's" Russia Iron, A SUBSTITUTE FOR Imported Russia Iron,

Made by a new process, and superior to any polished Iron ever manufactured in America.

Sheets, from 6 lbs. to 14 lbs.

PRICE 14 CENTS CURRENCY,
packed in cases of about 200 lbs. each.

Address

JOHN S. DICKERSON & CO.,
Importers and Dealers in Tin Plates and Metals generally.
COR. CLIFF AND FULTON STREETS,
NEW YORK.

M. T. DAVIDSON & CO., Manufacturers and Dealers in Engineers' and Machinists' Tools and Supplies.

Principal Agents for the sale of the Fox Lathes, Chuck, Slide Rests, finished Shafting, Pulleys and Hangers with self-oiling boxes, American Steam Gage Company's Steam and Vacuum Gauges, Clocks, Revolution Counters, etc., Richard's Indicators, Morse's Patent Twist Drills. A full assortment of the above constantly on hand at Manufacturers' rates.

3m25 84 John Street, New York.

THE HARDAWAY BOLT, SPIKE & RIVET Manufacturing Co.

Manufacturers of every variety of

Railroad and Ship Spikes, BOLTS AND RIVETS.

This Company are exclusive owners of the HARDAWAY PATENTS, and the Bolts Spikes and Rivets made by their machines are pronounced Superior to those of any other manufacture.

Orders solicited and promptly executed at the lowest rates. Samples and price-lists sent to Railroad Companies, Manufacturers and Dealers, when desired.

FACTORY:

PATERSON, N. J.

All communications to be addressed to the Company's Office,

40 Broadway, New York.

NEW YORK AND TROY Steamboat Company,

FOR Albany and Troy, and all points north and east, EVERY EVENING, (Saturdays excepted), at 6 o'clock, from Pier No. 44 North River, foot of Spring st. N. B.—This is the cheapest, pleasantest and most direct route for Saratoga and Lake George, and, via railroads and steamers for Whitehall, Rutland, Burlington, North Adams, Cambridge, St. Albans, Ogdensburg, Montreal, and all intermediate stations. Tickets sold, baggage checked, and state-rooms engaged at the principal hotels and offices on the wharf.